

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

This form is for use in nominating or requesting determinations for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

**1. Name of Property**

Historic name: OLD TOWN COLLEGE PARK HISTORIC DISTRICT (amendment)  
Other names/site number: (MHT File Number ~~PG 66-021~~ PG:66-042)

**2. Location**

Street & Number: Roughly bounded by Yale Ave, Calvert Rd, Columbia Ave, and campus of University  
of Maryland ☐ Not for Publication  
City or town: College Park ☐ Vicinity  
State: Maryland Code: MD County: Prince George's Code: 033 Zip Code: 20740

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

Maryland Historical Trust

State or Federal agency and bureau

In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

**4. National Park Service Certification**

I, hereby, certify that this property is:

☐ entered in the National Register.

☐ see continuation sheet

☐ determined eligible for the National Register

☐ see continuation sheet

☐ determined not eligible for the National Register

☐ removed from the National Register

☐ other, (explain:)

Signature of the Keeper

Date of Action

**OLD TOWN COLLEGE PARK HISTORIC DISTRICT****PRINCE GEORGE'S, MD**

Name of Property

County and State

**5. Classification****Ownership of Property**

- ☒ Private  
☒ Public-Local  
☐ Public-State  
☐ Public-Federal

**Category of Property**

- ☐ Building(s)  
☒ District  
☐ Site  
☐ Structure  
☐ Object

**No. Resources within Historic District***Including Primary and Secondary*

Contributing	Noncontributing	
211	83	Buildings
—	1	Sites
—	—	Structure
—	—	Objects
211	84	Total

Name of related multiple property listing

N/A

Number of contributing  
 Resources previously listed  
 in the National Register 0

**6. Function or Use**

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

DOMESTIC/Single DwellingsDOMESTIC/Multiple DwellingsDOMESTIC/Secondary StructuresCOMMERCE/TRADE/Specialty StoreCOMMERCE/TRADE/BusinessEDUCATION/SchoolEDUCATION/Education-RelatedGOVERNMENT/Post OfficeGOVERNMENT/Fire StationRELIGIOUS/ChurchRELIGIOUS/Church-Related ResidenceSOCIAL/Meeting HallDOMESTIC/Single DwellingsDOMESTIC/Multiple DwellingsDOMESTIC/Secondary StructuresCOMMERCE/TRADE/Specialty StoreCOMMERCE/TRADE/BusinessEDUCATION/Education-RelatedGOVERNMENT/Post OfficeRELIGIOUS/ChurchRELIGIOUS/Church-Related ResidenceSOCIAL/Meeting Hall**7. Description**

Architectural Classification (enter categories from instructions)

LATE VICTORIAN/Queen AnneLATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS/Colonial RevivalLATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS/Classical RevivalLATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS/Tudor RevivalLATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS/Mission/Spanish Colonial RevivalLATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS/Bungalow/CraftsmanLATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS/Gothic RevivalMODERN MOVEMENT/Art Moderne

Materials (enter categories from instructions)

Foundation: Brick; ConcreteWalls: Wood; Weatherboard and Shingle; Asbestos; Brick; Stucco; Synthetics; Vinyl; Metal; Aluminum;Roof: Asphalt; Asbestos; Slate; Wood**Narrative Description**

Describe the historic and current condition of the property on one or more continuation sheets

☒ See continuation sheet

**OLD TOWN COLLEGE PARK HISTORIC DISTRICT****PRINCE GEORGE'S, MD****Name of Property****County and State****8. Statement of Significance****Applicable National Register Criteria**

(Mark x in one or more boxes for the criteria qualifying the property for National Register listing.)

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark x in all the boxes that apply.)

☒ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☒ **G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

[X] See continuation sheet

**Areas of Significance**

(Enter categories from instructions)

ARCHITECTURECOMMUNITY PLANNING  
& DEVELOPMENT**Period of Significance**1889-19501935-1965**Significant Dates**1850 circa1889**Significant Person**

(Complete if Criterion B is marked above.)

N/A**Cultural Affiliation**N/A**Architect/Builder**Johnson and CurridenCutler, Henry WrightRoss, R. Webster

**OLD TOWN COLLEGE PARK HISTORIC DISTRICT****PRINCE GEORGE'S, MD**

Name of Property

County and State

**9. Major Bibliographic References**☒ See continuation sheet

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67)☐ previously listed in the NR☐ previously determined eligible by the National Register☐ designated a National Historic Landmark☐ recorded by Historic American Buildings Survey # \_\_\_\_\_☐ recorded by Historic American Engineering Record # \_\_\_\_\_

Primary location of add. data:

☒ State SHPO office☐ Other State agency☐ Federal agency☒ Local government☐ University☐ Other

Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of property 120-Acres

UTM References

1) /// //////// ////////  
Zone Easting Northing2) /// //////// ////////  
Zone Easting Northing☐ See continuation sheet

Verbal Boundary Description

☒ See continuation sheet

Boundary Justification

☒ See continuation sheet**11. Form Prepared By**

Name/title Laura V. Trieschmann and Robin Weidlich, Architectural Historians

Organization EHT Traceries, Inc. Date Amendment April 2006

Street &amp; Number 1121 Fifth Street, NW Telephone (202) 393-1199

City or Town Washington State D.C. Zip code 20001



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**OLD TOWN COLLEGE PARK HISTORIC DISTRICT**

**PRINCE GEORGE'S, MD**

**Name of Property**

**County and State**

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of the SHPO or FPO.)

name \_\_\_\_\_  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of the Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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**OLD TOWN COLLEGE PARK HISTORIC DISTRICT,**  
**COLLEGE PARK, PRINCE GEORGE'S COUNTY, MARYLAND**

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**SUMMARY DESCRIPTION**

The neighborhood of Old Town College Park, located in Prince George's County, Maryland, is composed of twenty-five blocks. It is located eight miles northeast of Washington, D.C., and thirty miles southeast of Baltimore City. The community is bordered by commercial establishments along Baltimore Avenue (U.S. Route 1) to the west and the Baltimore and Ohio Railroad to the east, although neither of these major transportation routes are included as part of the historic district. The main campus of the University of Maryland at College Park is located to the immediate north and northwest, and the subdivision of Calvert Hills is to the south. Forty-foot-wide street rights-of-way that run perpendicular to the rectangular blocks delineate the community. The grid plan, as laid out by developers Johnson and Curriden in 1889, provided thirty-nine blocks, each divided into sixteen narrow rectangular building lots. The standard lot size was fifty feet by two hundred feet with a limited number of irregular-shaped or -sized parcels. The original plat established College Avenue, running east to west, as the primary corridor. Accordingly, the building lots along this broader avenue were oriented to face north or south, rather than the east or west orientation of the narrower streets. Subsequent development of the blocks, and the establishment of Calvert Hills to the south, forced a re-subdivision of several building lots to face Calvert Road and the newly introduced north/south streets, such as Dickinson Avenue and Girard Street. Commercial development then moved from College Avenue to the highly traveled Baltimore Avenue, with the former becoming residential.

Developed gradually, Old Town College Park retains much of its original grid plan as platted by Johnson and Curriden in 1889. Today, Old Town consists of 215 properties, made up of 295 primary and secondary resources. A total of 211 of the resources are contributing to the historic context of the district, while 84 are non-contributing. There are 215 primary resources and 80 secondary resources, including garages, carriage houses, and sheds. Residential buildings make up most of the neighborhood. Primary resources include single-family dwellings, multiple-family dwellings, educational housing (fraternities and sororities), religious, governmental, and social buildings. The aboveground resources date from the 1890s to the last decade of the twentieth century, with a single resource erected prior to the 1889 platting of the neighborhood. The buildings of College Park are generally set back from the tree-lined streets on lots of varying widths. Many of the residential properties have driveways to the side of the primary resources, several with freestanding garages at the rear.

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**DETAILED DESCRIPTION**

*Buildings Pre-Dating the 1889 Plat*

Known today as the Old Parish House, a single building stands as a representative of the property's original use as part of the Stier-Calvert family plantation known as Riversdale. This one-story structure, based on historical and physical evidence, appears to have been constructed in the early to middle part of the nineteenth century (circa 1812) as an outbuilding (possibly a barn). It was subsequently renovated in 1912 to serve the community of College Park as a church. The modest building, constructed of brick laid in six-course American bond, is covered by a front gable roof clad in asphalt shingles. The one-bay-wide façade, fronting Dartmouth Avenue, originally contained the main entry, which was changed to a window opening in 1957. All of the window openings, including those on the pre-1912 side addition, are segmentally arched with hood lintels. Brick buttresses that extend to the height of the window lintels support the side elevations of the main block. The interior of the main block consists of a single open room, with a kitchen and entry room in the side addition, and bathroom and storage facilities in the rear addition. When the building was renovated to serve as a church in 1912, the west addition was built to form a chancel. Located at 4711 Knox Road, the building was renovated to serve as the Woman's Club in 1957. It was purchased by the City of College Park in 1998 and is available for community meetings and social events.

*Initial Development of College Park, 1889-1900*

The community's developers anticipated the construction of imposing high-style late-nineteenth-century domestic buildings, each improving narrow rectangular building lots. Yet, all five of the extant residential buildings dating from the neighborhood's first decade are set on substantially sized lots. This suggests that many of the original property owners, and/or the builders, purchased two or more of the platted building lots in order to locate the fashionably designed dwellings within a more picturesque setting. These houses are located in the eastern half of the neighborhood at 7406 Columbia Avenue (1888), 7507 Dartmouth Avenue (1890), 4710 College Avenue (1891), 7400 Dartmouth Avenue (1896), and 4704 Calvert Road (1898). All of the two-and-a-half-story dwellings are constructed of wood frame on masonry foundations of brick. Four of the buildings are vernacular examples of the Queen Anne style, dating from the Victorian-era.

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Each building has an irregular square/rectangular form with intersecting gables, projecting bays, wrap-around porches, and asymmetrically placed window and door openings. The now-altered dwelling at 7507 Dartmouth Avenue, located on a prominent corner lot, has molded surrounds, 6/6 sash windows, the original narrow German siding on the first story of the main block, and a side addition on the east elevation that alters the design of the primary façade. The Cory House at 4710 College Avenue has aluminum German siding, fish-scale shingles in the tympanum of the gable ends, multi-light upper sash Queen Anne-style windows with stained and textured glass, paneled Tuscan posts, exposed rafter ends, and an ornately paneled brick chimney with corbeling. Like the preceding example, the building was enlarged by the construction of an addition on the rear of the main block in 1925. The Taliaferro House at 7406 Columbia Avenue presents a wider façade with a canted oriel window at the second story, wrap-around porch with paired columns, molded cornice returns, and 6/2 windows. The building was entirely clad with asbestos shingles in the 1960s. The McDonnell House at 7400 Dartmouth Avenue is prominently located across Knox Road from the Old Parish House. It has a T-shaped plan with a wrap-around porch supported by thin turned posts and square balusters that appear undersized against the imposing scale of the building. The symmetrically placed window openings hold 1/1 sash set within square-edged surrounds and molded lug lintels. The open tympanums of the gable ends are ornamented with fish-scale shingles of wood and raked wood cornices. The intersecting gable roof is clad with square slate tiles and has a boxed cornice. A chicken coop and carriage house enhances the expansive lot, which is landscaped with mature pecan, walnut, spruce, oak, and hickory trees. The dwelling at 4704 Calvert Road illustrates the transition of the Queen Anne style to the Colonial Revival style that was more fashionable at the turn of the twentieth century, thus it has a more restrained stylistic interpretation than traditionally exhibited in the late nineteenth century. Like its contemporary Queen Anne dwellings, the wood-frame building has a full-width front porch, projecting bays, intersecting gables, and rectangular plan. The window and door fenestration on the façade and side elevations is symmetrical, rather than the asymmetrically placement commonly associated with the Queen Anne style.

*Twentieth-Century Growth, 1900-1919*

With the turn of the twentieth century, development of the College Park residential community continued, albeit gradually. By 1897, thirteen buildings improved the neighborhood, and more than forty-five buildings had been erected by 1920. Twenty-five of those resources dating from

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between 1900 and 1919 are extant, including twenty-three dwellings and two commercial resources. The domestic resources, the majority constructed of wood on solid brick foundations, initially followed the architectural influences of the late nineteenth century. Three such examples include the houses at 4620 College Avenue (circa 1900), 7400 Rhode Island Avenue (1900), and 7300 Dartmouth Avenue (1910). These two-and-a-half-story dwellings present the basic square/rectangular form of the more high-style Queen Anne design, with projecting bays and intersecting gable roofs. The stylistic ornamentation has been diluted to molded cornices, overhanging eaves, fish-scale shingles, corbeled brick chimneys, and multi-light transoms (now obscured on all noted examples). With the rise of the Colonial Revival in the 1940s, the building at 7300 Dartmouth Avenue, which originally fronted Calvert Road, was reoriented to Dartmouth Avenue. Accordingly, a Colonial Revival-style entry surround and door were added to the Dartmouth Avenue façade. Furthermore, the first story of the wood-frame structure was reclad with a brick veneer. The original gambrel roof with its flared eaves further emphasized the building's surrender to the Colonial Revival style of the second quarter of the twentieth century.

The revival of brick as a building material emerged at the turn of the twentieth century, as illustrated by the dwelling at 7406 Dartmouth Avenue (1910). Square in plan, this Colonial Revival-style building is set on a raised brick foundation with a molded watertable. It is constructed of brick laid in five-course American bond, which has since been painted. The building has the multi-light upper sash windows indicative of the Queen Anne style. The outdoor living space traditionally provided by wrap-around porches in the late nineteenth century has been reduced to a full-width front porch. Another example of the use of brick as an exterior cladding material is seen on the circa 1918 Colonial Revival-style dwelling at 7403 Dartmouth Avenue, a wood frame-structure finished in a brick veneer laid in all stretcher bond. The use of a brick veneer, although a new idea in this period, ultimately proved more favorable than masonry construction because of cost.

The dilution of the fashionable architectural styles and simplification of their intricate forms culminated after the turn of the twentieth century, as illustrated by a number of extant dwellings in College Park. This includes the four Queen Anne-derived buildings at 4708 and 4710 Norwich Road (1900), 4707 Calvert Road (1915), and 7513 Girard Street (1900). The wood-frame buildings are set on slightly raised brick foundations with full-width front porches. The forms of these buildings have been simplified to present two-bay-wide, double-pile rectangular



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plans covered by front-gable roofs. The half-hipped roofs of the front porches are supported by either the turned posts indicative of the Queen Anne style or the square posts and Tuscan columns more commonly associated with the Colonial Revival style. The symmetrically fenestrated buildings have side entry doors of wood and glass that lack the multi-light transoms and ornate surrounds of their stylistic predecessors.

The evolution of the late-nineteenth-century Colonial Revival style resulted in the building of three-bay-wide buildings, most with center-passage plans and full-width front porches. Rectangular in plan, the five examples noted in College Park are two bays deep with side-gable roofs and end chimneys. One of the largest examples, located at 4802 Calvert Road (circa 1900), is three bays wide with double-leaf entry doors acting as window openings on the first story, and paired double-hung sash on the second story. Tapered Tuscan columns and an undersized balustrade support the expansive porch, which is covered by a half-hipped roof. Diamond-paned sidelights and a Colonial Revival-style entablature surround the primary entry, which is set in the center bay. The 1906 dwelling at 7410 Columbia Avenue is similarly ornamented, although the structure is smaller in scale. It has paired 1/1 windows with molded surrounds and mullions, a front gable dormer with molded cornice returns, slate-tiled, side-gable roof with returns, and a full-width front porch with Tuscan columns and undersized balustrade. The structure has been reclad with vinyl siding.

The house at 4800 College Avenue (1910) is similar in form, complete with paired windows, full-width front porch with Tuscan supports, dormer, and cornice returns. Yet, the emergence of the Craftsman style is evident through the use of the 9/1 windows, tapered posts, casement windows in the dormer, and expansive eaves. The structure has been covered with asbestos shingles and the roof has been reclad with asphalt shingles. The contemporaneous dwelling at 7511 Girard Street (1900) presents the same form, although the front porch does not extend fully across the façade and the brick chimney is located at the center of the structure. The porch has been enclosed, the building clad with asbestos siding, and the roof covered with asphalt singles.

Another excellent example of the Colonial Revival style in the twentieth century is the dwelling at 4701 Calvert Road (1911). This building is imposing in size, with a full-height front porch supported by square posts. The wood-frame building is rectangular in form with a central-passage plan. The entry is framed by ten-light sidelights set above recessed panels. The window

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openings on the first story and above the main entry on the second story have standard-sized 6/6 sash in pairs. The shallow-hipped roof, which flares out to cover the front porch, has undersized front-gabled dormers, a centrally placed cupola, and large interior-end brick chimneys.

New building forms and styles were introduced in College Park by the second decade of the twentieth century, including the bungalow and American foursquare. Three extant examples of the bungalow from this period were noted in the neighborhood – 7402 Dickinson Avenue (1918), 7400 Hopkins Avenue (1918), and 4801 Calvert Road (1919). The modest size of this building form was perfectly matched to the narrow rectangular lots originally platted in 1889 by Johnson and Curriden. Influenced by the fashionable Craftsman style, these modest dwellings stand one-and-a-half stories in height on raised foundations. They are constructed of wood frame, with side-gable roofs now clad in asphalt shingles, shed-roofed dormers, overhanging eaves, multi-light sash (replaced at 4801 Calvert Road), and cut-away front porches. Tuscan columns on brick piers support the porches at 4801 Calvert Road and 7402 Dickinson Avenue.

Early-twentieth-century examples of the side-entry, four-room plan of the American foursquare were noted a number of times in the community – 7305-7307-7309 Princeton Avenue (1915) and 4708 Calvert Road (1917). The facades of these square structures measure two bays wide with full-width front porches (the porches at 7305 Princeton Avenue and 4708 Calvert Road have been enclosed). The symmetry of the American foursquare façade is contradicted on the side elevations, which is asymmetrically fenestrated to properly illuminate the four-room interior, baths, and stair hall. Dormers with paired window openings pierce the hipped roofs, which are marked by large brick chimneys. The window openings hold 6/1 and 8/1 sashes with square-edged surrounds and louvered shutters. The building at 4708 Calvert Road is augmented by a one-story porte-cochere on the east elevation that is stylistically in keeping with the main block. Three of the examples are believed to have been erected by speculative developers, as the architectural design and form of these adjacent buildings is notably similar – 7305-7307-7309 Princeton Avenue.

The first commercial resources in the neighborhood were located along College Avenue, as envisioned by the developers, Johnson and Curriden. One of the oldest extant examples is 4622 College Avenue (1912). This wood-frame building was erected as a one-story structure, and was enlarged to two-and-a-half stories in the mid-1930s. The building, now clad with asbestos

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shingles, is three bays wide with symmetrically placed front-gable dormers and a modest Colonial Revival-style entry surround. This commercial structure, used as apartments with ground-floor commercial space since its alteration in the 1930s, was erected to augment the 1908 building at 4634 College Avenue. Located at the corner of College Avenue and Rhode Island Avenue, this wood-frame building (also now clad in asbestos shingles) provided commercial space on the first story and rental housing on the upper story. The shallow front-gabled roof, finished with a boxed cornice, presents a three-bay-wide primary façade on College Avenue. The elevation has a projecting full-width storefront that originally was an open porch, mimicking those of the neighboring dwellings. The window openings hold 6/6 sash with square-edged surrounds. The three-sided bays of the storefront, now set on a brick base, contain plate glass windows that flank the recessed entry. The opening has been reduced to hold a single wood-and-glass door, as indicated by the five-light sidelight on its eastern side. Although they read as two separate structures, the two commercial buildings have long been considered a single resource because of their construction history and association.

*Period of Greatest Development, 1920-1949*

The emergence of the automobile, success of the streetcar, and growth of Washington, D.C., stimulated residential and commercial construction in the neighborhood of College Park. Beginning in the 1920s, Old Town College Park experienced its first great period of development, resulting in the construction of over fifty buildings in just ten years. In the 1930s, the number of improved properties increased substantially with another fifty new buildings constructed on previously unimproved lots. This was followed by the construction of over thirty new buildings in the 1940s.

The residential buildings from this period of tremendous development generally occupied a single narrow lot, set back from the street with a drive extending to the freestanding garage at the rear of the property. Stylistically, twentieth-century Colonial Revival-, Craftsman-, and Tudor Revival-styled buildings dominated. In form, the American foursquare, bungalow, and two-story/side-gabled Colonial Revival continued to be popular. The majority of the dwellings were constructed of wood frame clad with weatherboard siding, wood shingles, asbestos shingles, or a brick veneer. Several have been reclad with aluminum siding, or more recently with vinyl siding. The use of rock-faced concrete blocks for foundations, piers, and supports appeared



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during this period. First introduced in 1900, rock-faced concrete block was one of the most popular building materials utilized throughout the United States until the mid-1930s. Noted illustrations include 4615 Knox Road (1922), 4506 Hartwick Road (1922), 7512 Princeton Avenue (1930), and 7302 Rhode Island Avenue (1932).

By the second decade of the twentieth century, the increasing need for mass-produced, low-cost housing led to the reinvention of the "Cape Cod" form, based on early-eighteenth-century forms. The form is one- to one-and-a-half stories in height with a side-gable roof and a single end chimney. Unlike its eighteenth-century predecessor, the twentieth-century Cape Cod house was illuminated with dormers that allowed the upper story to be more fully utilized. The facades were commonly marked with entry porticoes or porches. Rear additions and projecting bays on the façade augmented the form. The majority of the Cape Cods erected during this period were wood-frame construction, clad in a brick veneer or asbestos shingles. A single example of a stone-veneered dwelling was noted at 7506 Hopkins Avenue (1935). Of the twenty-three Cape Cods identified, the decorative details were generally based on the Colonial Revival style, although elements characteristic of the Tudor Revival style were also noted. Excellent examples of the modest form can be seen at 7303 Dartmouth Avenue (1931), 7504 Hopkins Avenue (circa 1935), 7310 Dickinson Avenue (1938), 7507 Hopkins Avenue (1947), and 4603 Knox Road (1947). Interestingly, of the examples recorded, only one dates from the 1920s (4608 Hartwick Road, 1920), with the remainder constructed in the 1930s and 1940s.

Large Colonial Revival-style buildings indicative of the second quarter of the twentieth century were noted several times along College and Dartmouth Avenues. Rectangular in form, these buildings are two stories in height with a central-passage plan, augmented by subsidiary wings. Examples include the dwellings at 7401 Dartmouth Avenue, 4804 College Avenue, 4615 College Avenue, and 4616 College Avenue, to name a few. These four buildings are similarly ornamented with projecting entry porticoes, transoms, one-story wings, and windows that range from single to triple openings. A shallow-pitched, hipped roof with hipped dormers and expansive overhanging eaves covers the wood-frame building at 4616 College Avenue (1922). The more modest dwelling at 4615 College Avenue (1923) has paired 6/1 windows, a steeply pitched side-gabled roof with wide eaves, and a rock-faced stone foundation. The use of the rock-faced foundation and lack of sidelights suggest this building was intended to house middle-class residents rather than the upper-middle-class owners, like those of the brick Lovell House at

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7401 Dartmouth Avenue (1924). This large twentieth-century Colonial Revival-style building is constructed of brick with a two-story brick wing and one-story porte-cochere. It has a front-gabled portico with enclosed tympanum, returns, and paired Tuscan posts. The building is rectangular in shape and measures five bays wide with a central entry and single 6/6 windows. The wing has four multi-light windows per story. The wood-frame dwelling at 4804 College Avenue (1935), retaining its original square-butt wood shingle cladding, has a shallow-pitched side-gabled roof of slate tiles, exterior-end brick chimney, and a three-bay-wide façade augmented by side additions that imitate the three-part-plan of the Georgian style. The central entry is framed by an oversized classically inspired surround with Tuscan pilasters, wide frieze, modillions, and enclosed tympanum with narrow raked cornice. Wide 8/8 window openings with square-edged surrounds and louvered shutters flank the entry. The second story has symmetrically placed standard-sized 6/6 windows with details similar to those on the first story.

Variations to the traditional twentieth-century Colonial Revival form are seen at 7503 Dartmouth Avenue (1922), 4601 Knox Road (1927), and 4600 Hartwick Road (1932). These two-story buildings are covered with imposing gambrel roofs typical of the Dutch Colonial Revival. Hiding the upper story of the structure, the roofs are pierced by large shed-roof dormers that extend nearly the full width of the facades. They are punctuated by paired standard-sized window openings, grouped in sets of two and three. A front gable, set within the main roof, caps the primary entry openings of these two dwellings, while the house at 7503 Dartmouth Avenue has a projecting front-gabled portico that extends from below the roof.

Similarity in the building forms, materials, siting, and designs suggest groups of resources were constructed as speculative housing by local developers, builders, or architects. This is clearly demonstrated by the six modest brick dwellings at 4602 Hartwick Road, 7308-7310 Hopkins Avenue, and 7305-7307-7309 Dickinson Avenue. Dating from 1935, these houses are nearly identical in scale, form, massing, and material. They are one-and-a-half stories in height on brick foundations and are constructed of brick laid in six-course American bond (several examples are painted). The varying openings hold metal casement windows, several framed by glass-block. The L-shaped forms, suggesting three-room plans in the main blocks, are covered by cross gable or hipped roofs. The single-leaf entries are sheltered by shed roofs on wrought-iron posts or are enclosed within projecting brick bays. The relationship of these five buildings is further demonstrated by the scalloped motif that encircles each structure at the cornice line. A

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similar association is made between the three dwellings at 4707-4709-4711 Columbia Avenue (1946). These two-story dwellings, covered by side-gable roofs, have six-course American bond brick on the first story and a rough textured stucco finish on the second story. The central entries are asymmetrically placed on the two-bay-wide facades.

Diversity in form and the introduction of other fashionable architectural styles and materials were noted on buildings dating from the second quarter of the twentieth century. This includes the Craftsman-style brick building at 7305 Yale Avenue (1933), for example. Worthy of mention is the Holbrook House at 4618 College Avenue. Built in 1927, the stucco-clad wood frame dwelling is a mail-order house designed by the Sears, Roebuck and Company (Alhambra model). The two-story building is illustrative of the popular Mission style with elements such as stepped parapets, casement sidelights, deeply recessed boxed eaves, projecting bays, casement windows of varying sizes, entry porch, and stucco cladding. The interior details provided by the mail-order company include oak moldings, oak newel post, and brick mantel.

Equally of note are the Columbia Apartments at 7405 Columbia Avenue (1925). This modest wood-frame building, measuring five bays wide and three bays deep, is a significant example of a multi-family dwelling. The building form is not only the first multiple-family dwelling in the community, but also unique in Prince George's County. Elmore Power, a builder and real estate developer who lived in the neighborhood, was responsible for the construction of this building. The structure, as indicated by the fenestration on the façade, was designed to house four apartments. It has a full-width front porch supported by Tuscan columns. A diminutive mansard roof with a boxed cornice covers the aluminum-sided building, which was original clad in wood German siding. Local history contends the building was erected in the middle part of the nineteenth century on Calvert Road and was moved to its present location in 1925.

In the second quarter of the twentieth century, low-rise garden apartments began to be constructed throughout the Washington, D.C. area. The first noted example of this domestic building form in College Park is University Garden Apartments at 4620-4626 Knox Road (1947). Comprised of two U-shaped buildings with a spacious center courtyard, the plan of the complex is indicative of innovative garden city planning ideal for low-density super block development. Typically, this building type was intended for low- and middle-income renters, but presented a housing alternative for university students living in College Park. The buildings are

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constructed of brick on a metal frame, and covered by hipped roofs. They stand three stories in height on four narrow building lots at the corner of Knox Road and Rhode Island Avenue. Renovated in the 1980s, the buildings now have metal-frame replacement windows. A building of similar detailing and form stands at 7404 Columbia Avenue (1957), although it is a single structure not indicative of the garden apartment complexes. The garden-apartment landscaping ideal can also be seen at 4619 College Avenue (also known as 7408 Rhode Island Avenue), which was constructed in 1930.

The Art Moderne apartment building at 7201 Princeton Avenue was constructed in 1948. It has a square plan, rising three stories in height with a flat roof. A rectangular, two-story opening set over the main entry offsets the symmetry of the façade. This opening is filled with glass blocks that curve inward towards the entry and serve as sidelights. Horizontality is emphasized by the flat metal roof over the entry and the projecting brick sills of the metal casement windows. The building is set back from the street, surrounded by a landscaped yard with parking and walkways much like those of the garden-apartment complexes.

By the late 1930s, the growth of the University of Maryland began to have a more direct effect on the architectural character of Old Town College Park by introducing alternate domestic building types with a grander scale. This included the construction of housing specifically for use by fraternal organizations. Of the nearly fifteen structures existing by 1939, nine are extant, including 7511 Princeton Avenue, 4607 Knox Road, 4517 College Avenue, 4603 College Avenue, and 7407 Princeton Avenue. At least three other fraternities were constructed in the 1940s. Stylistically, as seen at 4517 College Avenue (circa 1930) and 4610 College Avenue (circa 1940), the buildings reflected the fashionable architectural interpretations of the period. The buildings were grander and more imposing in scale and form, generally occupying three or more of the original narrow building lots. Like the garden apartments, the fraternity buildings were surrounded by landscaped yards with connecting walkways and parking at the rear.

The religious needs of the growing community were addressed in the 1930s, when St. Andrew's Episcopal Church was erected. The Episcopal Church at 4512 College Avenue was constructed in 1930 and enlarged in 1954 and 1968, encompassing twelve narrow lots. Washington, D.C.-based architect Howard Wright Cutler (1885-1948) designed the Gothic Revival-style building, which was erected by the construction firm of T.T. Taylor Company. It was the first purpose-

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built religious building erected in the community. The church is constructed of random-laid ashlar fieldstone, with a cruciform plan. It is covered by a steeply pitched, cross-gable roof, clad in slate tiles. The main elevation of the building, which is set back from the street, is dominated by a large square-plan crenellated bell tower, lancet arches, and a loggia. The additions, found on the east side of the church, include the parish house and one-and-a-half-story wing. The freestanding rectory was constructed in 1935 at 4508 College Avenue. This two-and-a-half-story building, clad in ashlar fieldstone and brick, has a rectangular plan. The materials utilized in the construction of the rectory are compatible with those of the adjacent church, although the architectural statement is more Tudor Revival than Gothic Revival in style. Designed by architect R. Webster Ross, the rectory has triple casement windows of metal, diamond-pane leaded glass, and pointed-arch gables on the side elevations.

The one-story volunteer firehouse at 4813 Calvert Road was opened on August 1926 to serve the growing community of College Park. This masonry building, now clad in a brick veneer and vinyl siding, presents a front-gable façade with a rectangular form. A single entry opening and paired double-hung vinyl-sash windows have replaced the original opening used by the fire truck. The side elevations of the building are punctuated by three single double-hung windows, sheltered by the overhang of the roof. Despite two subsequent alterations, the building proved too small for the activities of the fire department, which was forced to relocate. The former fire station was recently rehabilitated for use as a single-family dwelling.

*Post-World War II Construction, 1950-1965*

Post-World War II construction, although limited, brought another generation of houses and architectural expressions to the neighborhood. Architectural styles became more vernacular as ornamentation was expressed through building materials such as form stone, brick veneer, aluminum and vinyl siding, vertical-board siding, and asphalt shingles, all materials for the most part post-war inventions or made popular by wartime shortages and/or production innovations. This is illustrated at 7511 Dickinson Avenue (1953), 7510 and 7512 Girard Street (1959), and 4803 Calvert Road (1963), for example. These rectangular structures mimicked the simple box-like form of the Cape Cod and bungalow, but were stretched to create a longer structure under a shallower roofline. Those buildings with side-gabled roofs, descendants of the Cape Cod, stand



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one story in height and does not have dormers. One example from this period presents a gambrel roof illuminated by dormers – 4801 College Avenue (1950).

The role of the university in the neighborhood was particularly noticeable in 1963, when a group of seven sorority buildings were constructed on an essentially unimproved block bounded by Knox Road, Princeton Avenue, College Avenue, and Yale Avenue (a single dwelling was razed at the corner of College and Princeton Avenues). Like a garden-apartment complex, the rectangular buildings front the street, with a common landscaped courtyard and parking at the center of the block. Clad in a brick veneer, the two-and-a-half-story buildings have varying roof types including side gable, gambrel, and hipped. The entry porticoes, gable and hipped dormers with double-hung sash, and large window openings balance the symmetry of the facades. Today, Old Town College Park includes more than thirty University-related buildings that serve as student housing, including fraternities, sororities, and apartments.

Private multi-family buildings erected in the middle of the twentieth century are stylistically restricted by comparison to the university housing, but equal them in scale and massing. Typically clad in brick, the apartment buildings are set back from the street with landscaped yards and paved walkways. The buildings range in height from two stories to three-and-a-half stories. The complex at 4812A-B College Avenue (1961) is one example. Detailing, commonly associated with the Colonial Revival and Art Moderne, was reduced to brick quoins, brick bonding, overhanging eaves, granite or corbelled brick belt courses, and entry surrounds. Examples include 4604 Knox Road (1959) and 7510 Hopkins Avenue (1962).

The one-story police station at 7505 Yale Avenue (circa 1960) is a university-related facility. Stylistically, this brick-veneered building represents the dawn of modernism with its intentional asymmetry and use of varying materials. Despite its age, the building conforms to the community in siting, massing, and scale.

*Late-Twentieth-Century Improvements, 1966-2006*

Construction in Old Town College Park declined in the last decades of the twentieth century, resulting in the construction of less than forty buildings between 1966 and 2006. A survey of historic maps of the neighborhood indicates most of the new construction during this period was

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located on previously unimproved building lots, or lots that had been subdivided. New construction included dwellings and apartments, with commercial buildings, a gas station, and offices located to the west of the historic district. By 1990, only single-family residential buildings were added to the neighborhood.

These modern buildings maintained the forms, materials, and styles utilized early in the history of the neighborhood. The domestic forms included the Cape Cod, split-foyer, ranch, front gable, and two-story/side gable dwellings. Newer buildings incorporated traditional building materials, such as brick veneers, aluminum and vinyl sidings, asphalt shingles, and metal cladding. Examples include 4803 Norwich Road (1971), 4702 College Avenue (1979), 4612 Calvert Road (1989), and 4701 College Avenue (1998). The evolving role of the automobile further manifested itself in the 1960s, when the traditionally freestanding garage became part of the house. Garages within the main block are evident at 7404 Dartmouth Avenue (1980), 7402 Dartmouth Avenue (1981), 7509 Girard Street (1981), and 7508 Dartmouth Avenue (1987).

The most modernistic apartment building dating from this period is 7304 Dickinson Avenue (1966), which is faced in blond brick with a pierced red brick wall obscuring the metal stair at the center of the building. The awning/fixed window openings emphasize verticality with their white surrounds and connecting vertical panels. Other apartment buildings dating from this period include 4804 Calvert Road (circa 1980), 7402 Columbia Avenue (1981), and 7310 Columbia Avenue (1985). Furthermore, several of the larger single-family dwellings were renovated to serve as apartments, or to provide rooms for rent. In the 1990s, a number of freestanding structures with multiple housing units were designed to approximate the appearance of their single-family counterparts. These buildings are located along College Avenue, east of Rhode Island Avenue.

Offices and government facilities, building types not traditionally found in the neighborhood prior to 1958, employed many of the same building materials in an effort to be compatible with the existing buildings. This is seen at the United States Post Office at 4815 Calvert Road (1970), the only such building from this period within the boundaries of the historic district.

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1.	4602	Calvert Road	Craftsman Bungalow	1920	1.5	Asbestos Shingle	Gable, Side	Domestic	C	
	4602	Calvert Road	Craftsman	ca. 1920	1	Asbestos Shingle	Gable, Side	Garage	C	
2.	4604	Calvert Road	Colonial Revival	1936	2	Brick	Gable, Front	Domestic	C	
	4604	Calvert Road	Vernacular	ca. 1940	1	Weatherboard	Gable, Front	Garage	C	
3.	4606	Calvert Road	Craftsman Cottage	1925	1	Weatherboard	Gable, Side	Domestic	C	
	4606	Calvert Road	Vernacular	ca. 1925	1	Weatherboard	Gable, Front	Garage	C	
4.	4606.5	Calvert Road	Colonial Revival Cape Cod	ca. 1945	1.5	Brick	Gable, Side	Domestic	C	
5.	4608	Calvert Road	Colonial Revival	1940	2	Brick Veneer/ Aluminum Siding	Gable, Side	Domestic	C	
6.	4610	Calvert Road	Colonial Revival, Cape Cod	1936	1.5	Brick	Gable, Side	Domestic	C	
7.	4612	Calvert Road	Colonial Revival	1989	2	Aluminum Siding	Gable, Side	Domestic	NC	
8.	4701	Calvert Road	Colonial Revival	1911	2.5	Weatherboard	Hipped	Domestic	C	
	4701	Calvert Road	Colonial Revival	ca. 1920	1	Weatherboard	Gable, Front	Garage	C	
9.	4704	Calvert Road	Queen Anne/Colonial Revival	1898	2.5	Wood Shingle	Gable, Side with Tower	Domestic	C	

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	4704	Calvert Road	Vernacular	ca. 1920	1.5	Weatherboard	Gable, Front	Garage	C	
10.	4707	Calvert Road	Queen Anne	1915	2.5	Asbestos Shingle/Vinyl Siding	Gable, Front	Domestic	C	
	4707	Calvert Road	Vernacular	ca. 1920	1	Weatherboard	Gable, Front	Garage	C	
11.	4708	Calvert Road	Colonial Revival/Craftsman Foursquare	1917	2.5	Wood Shingle/Weatherboard	Hipped	Domestic	C	
	4708	Calvert Road	Colonial Revival/Craftsman	ca. 1917	1.5	Weatherboard	Gable, Side	Carriage House	C	
12.	4800	Calvert Road	Colonial Revival	1925	2	Brick	Gable, Side	Domestic	C	
13.	4801	Calvert Road	Craftsman Bungalow	1919	1.5	Vinyl Siding	Gable, Side	Domestic	C	
14.	4802	Calvert Road	Colonial Revival	ca. 1900	2.5	Stucco	Hipped	Domestic	C	
15.	4803	Calvert Road	Ranch House	1963	1	Aluminum Siding	Gable, Side	Domestic	NC	
16.	4804	Calvert Road	Modern	ca. 1980	2	Brick Veneer	Mansard	Apartments	NC	
17.	4805	Calvert Road	Craftsman Bungalow	ca. 1935	1.5	Asbestos Shingle	Gable, Side	Domestic	C	
	4805	Calvert Road	Craftsman	ca. 1935	1	Weatherboard	Gable, Front	Garage	C	
18.	4809	Calvert Road	Craftsman Bungalow	ca. 1935	1.5	Vinyl Siding	Gable, Side	Domestic	C	

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	4809	Calvert Road	Vernacular	ca. 1990	1	Weatherboard	Gable, Front	Shed	NC	
19.	4810	Calvert Road at Columbia Avenue	NA	1993/2000	NA	NA	NA	Metro Station Parking Lot	NC	
	4810	Calvert Road	Vernacular	ca. 1935	1.5	Concrete Block	Gable, Side	Vacant (historically educational)	C	
20.	4811	Calvert Road	Colonial Revival, Cape Cod	ca. 1940	1.5	Brick	Gable, Side	Domestic	C	
	4811	Calvert Road	Colonial Revival	ca. 1940	1	Weatherboard	Gable, Front	Garage	C	
21.	4813	Calvert Road	Modern Colonial Revival	1926/2002	1	Brick Veneer/Vinyl Siding	Gable, Front	Domestic (historically Fire Station)	NC	D, M, W, F, A
22.	4815	Calvert Road	Modern	1970	1	Brick Veneer	Flat	Post Office	NC	
23.	4508	College Avenue	Tudor Revival	ca. 1935	2	Stone	Gable, Side	Domestic (rectory)	C	
	4508	College Avenue	Vernacular	ca. 1940	1	Brick/Stone Veneer	Gable, Front	Garage	C	
24.	4512	College Avenue	Gothic Revival	1930 1954 1968	1.5	Stone	Gable, Side	Church	C	

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25.	4517	College Avenue	Colonial Revival	ca. 1935	2	Brick	Gable, Side	University-related Housing	C	
26.	4525	College Avenue	Colonial Revival	1963	2.5	Brick Veneer	Hipped	University-related Housing	C	
27.	4531	College Avenue	Colonial Revival	1963	2.5	Brick Veneer	Gable, Side	University-related Housing	C	
28.	4535	College Avenue	Colonial Revival	1963	2.5	Brick Veneer	Gable, Side	University-related Housing	C	
29.	4603	College Avenue	Colonial Revival	ca. 1935	2.5	Brick	Gable, Side	University-related Housing	C	
30.	4604	College Avenue	Colonial Revival	ca. 1935	2.5	Brick	Hipped	University-related Housing	C	
31.	4605	College Avenue	Colonial Revival	ca. 1935	2.5	Brick	Gable, Side	University-related Housing	C	
32.	4607	College Avenue	Craftsman Bungalow	1925	1.5	Weatherboard	Gable, Side	Domestic	C	

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33.	4609	College Avenue	Colonial Revival, Foursquare	1908	2.5	Weatherboard	Hipped	Domestic	C	
34.	4610	College Avenue	Tudor Revival	1940	2.5	Brick	Hipped	University-related Housing	C	
35.	4611	College Avenue	Colonial Revival	ca. 1935	2.5	Brick	Gable, Side	University-related Housing	C	
36.	4612	College Avenue (7501 Hopkins Avenue)	Colonial Revival	ca. 1935	2	Brick	Gable, Side	University-related Housing	C	
37.	4613	College Avenue	Colonial Revival	1919	2.5	Weatherboard	Hipped	Domestic	C	
38.	4615	College Avenue	Colonial Revival	1931	2.5	Vinyl Siding	Gable, Side	Domestic	C	
	4615	College Avenue	Vernacular	ca. 1945	1	Concrete Block	Gable, Front	Garage	C	
39.	4616	College Avenue	Colonial Revival	1922	2.5	Weatherboard	Hipped	Domestic	C	
	4616	College Avenue	Vernacular	ca. 1965	1	Aluminum Siding	Gable, Front	Garage	NC	
40.	4617	College Avenue	Craftsman	1923	2.5	Vinyl Siding	Gable, Side	Domestic	C	
41.	4618	College Avenue	Spanish Colonial Revival	1927	2.5	Stucco	Pyramidal	Domestic	C PGHS	

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42.	4619	College Avenue (7408 Rhode Island Avenue)	Colonial Revival	1930	2.5	Brick	Gable, Side	Apartments	C	
	4619	College Avenue	Vernacular	ca. 1930/ 2006	1	Brick	Gable, Side	Garage	NC	
43.	4620	College Avenue	Queen Anne	ca. 1900	1.5	Asbestos Shingles	Pyramidal	Domestic	C	
44.	4622-4624	College Avenue	Vernacular	1908/ 1912	2.5	Asbestos Shingles	Gable, Side/Front	Commercial /Apartments	C PGHR	
	4622-4624	College Avenue	Vernacular	ca. 1920	1	German Siding	Gable, Front	Garage	C PGHR	
45.	4701	College Avenue	Modern Colonial Revival	1998	2	Vinyl Siding	Gable, Front	Domestic	NC	
46.	4702	College Avenue	Modern Colonial Revival/ Split Level	1979	2	Brick Veneer	Gable, Side /False Mansard	Domestic	NC	
47.	4703	College Avenue	Modern Colonial Revival	1998	2	Vinyl Siding	Gable, Side	Domestic	NC	
48.	4705	College Avenue	Modern Colonial Revival	1997	2.5	Vinyl Siding	Gable, Front	Domestic	NC	
49.	4706	College Avenue	Modern Colonial Revival/Split Level	1979	2	Brick Veneer	Gable, Side	Domestic	NC	

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50.	4707	College Avenue	Modern Colonial Revival	1997	2	Vinyl Siding	Gable, Side	Domestic	NC	
51.	4709	College Avenue	Modern Colonial Revival/Split Level	1995	2	Vinyl Siding	Gable, Side	Domestic	NC	
52.	4710	College Avenue	Queen Anne	1891	2.5	Aluminum Siding	Gable, Cross	Domestic	C PGHS	
53.	4800	College Avenue	Craftsman	1910	2.5	Asbestos Shingle	Gable, Side	Domestic	C	
54.	4801	College Avenue	Dutch Colonial Revival	1950	1.5	Brick Veneer	Gambrel	Domestic	C	
55.	4804	College Avenue	Colonial Revival	1938	2	Wood Shingle	Gable, Side	Domestic	C	
	4804	College Avenue	Vernacular	ca. 1940	1	Aluminum Siding	Gable, Front	Garage	C	
56.	4805	College Avenue	Craftsman	1923	2.5	Vinyl Siding	Gable, Side	Domestic	C	
	4805	College Avenue	Vernacular	ca. 1955	1	Aluminum Siding	Gable, Front	Garage	NC	
57.	4806	College Avenue	Colonial Revival	1955	1	Brick Veneer	Gable, Side	Domestic	NC	
	4806	College Avenue	Vernacular	ca. 1990	1	Concrete Block/ Brick	Gable, Front	Garage	NC	
58.	4812 A	College Avenue	Colonial Revival	1961	3.5	Brick Veneer	Hipped	Garden Apartments	NC	

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	4812 B	College Avenue	Colonial Revival	1961	3.5	Brick Veneer	Hipped	Garden Apartments	NC	
59.	7310	Columbia Avenue	Modern	1985	2.5	Brick Veneer	Gable, Side	Apartments	NC	
60.	7400	Columbia Avenue	Vernacular	1990	2	Vinyl Siding	Gable, Front	Domestic	NC	
61.	7402	Columbia Avenue	Modern	1981	2	Brick Veneer/ Vertical Board	Gable, Side	Apartments	NC	
62.	7403	Columbia Avenue	Colonial Revival	ca. 1935	2	Brick	Gable, Side	Domestic	C	
63.	7404	Columbia Avenue	Vernacular	1957	2	Brick	Hipped	Apartments	NC	
64.	7405	Columbia Avenue	Vernacular	ca. 1850/ moved 1925	2	Aluminum Siding	Mansard	Domestic	C	
	7405	Columbia Avenue	Vernacular	ca. 1980	1.5	Aluminum Siding	Gambrel	Garage	NC	
65.	7406	Columbia Avenue	Queen Anne	1888	2.5	Asbestos Shingles	Gable, Front	Domestic	C PGHS	
	7406	Columbia Avenue	Vernacular	ca. 1920	1	German Siding	Gable, Side	Shed	C PGHS	
66.	7407	Columbia Avenue	Colonial Revival	1946	2	Brick/Stucco	Gable, Side	Domestic	C	
67.	7409	Columbia Avenue	Colonial Revival	1946	2	Brick/Stucco	Gable, Side	Domestic	C	
68.	7410	Columbia Avenue	Colonial Revival	1906	2.5	Vinyl Siding	Gable, Side	Domestic	C	
	7410	Columbia Avenue	Vernacular	ca. 1915	1	Weatherboard	Gable, Front	Garage	C	

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	Address	Street	Style/Form	Date <sup>1</sup>	Stories	Exterior Material	Roof Shape	Current Use	District Status <sup>2</sup>	Integrity <sup>3</sup>
69.	7411	Columbia Avenue	Colonial Revival	1946	2	Brick/Stucco	Gable, Side	Domestic	C	
70.	7413	Columbia Avenue	Modern Colonial Revival	ca. 2000	2	Brick Veneer/ Vinyl Siding	Gable, Side	Domestic	NC	
71.	7508	Columbia Avenue	Vernacular	1938/ 2002	1	Vinyl Siding	Gable, Side	Domestic	NC	D, M, W
72.	7510	Columbia Avenue	Vernacular	ca. 1935/ 2002	1	Vinyl Siding	Gable, Front	Domestic	NC	D, M, W
	7510	Columbia Avenue	Vernacular	ca. 1950	1	Asbestos Shingles	Gable, Front	Shed	C	
	7510	Columbia Avenue	Vernacular	ca. 1955	1	Concrete Block	Gable, Front	Garage	NC	
73.	7300	Dartmouth Avenue	Dutch Colonial Revival (originally Queen Anne)	1910	2.5	Brick	Gambrel	Domestic	C	
74.	7303	Dartmouth Avenue	Colonial Revival Cape Cod	1935	1.5	Brick	Gable, Side	Domestic	C	
	7303	Dartmouth Avenue	Vernacular	ca. 1950	1	Vertical Board	Gable, Front	Shed	C	
75.	7400	Dartmouth Avenue	Queen Anne	1896	2.5	Weatherboard	Gable, Side	Domestic	C PGHS	
	7400	Dartmouth Avenue	Vernacular	ca. 1896	2	Weatherboard	Gable, Side	Carriage House	C PGHS	

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	Address	Street	Style/Form	Date <sup>1</sup>	Stories	Exterior Material	Roof Shape	Current Use	District Status <sup>2</sup>	Integrity <sup>3</sup>
	7400	Dartmouth Avenue	Vernacular	ca. 1896	1	German Siding	Shed	Shed (historically chicken coop)	C PGHS	
76.	7401	Dartmouth Avenue	Colonial Revival	1926	2.5	Brick	Gable, Side	Domestic	C	
	7401	Dartmouth Avenue	Vernacular	ca. 1925	1	Vertical Board	Gable, Front	Garage	C	
77.	7402	Dartmouth Avenue	Split Level	1981	2	Brick Veneer	Gable, Side	Domestic	NC	
	7402	Dartmouth Avenue	Vernacular	ca. 2003	1	Brick Posts	Gable, Side	Gazebo	NC	
78.	7403	Dartmouth Avenue	Colonial Revival	ca. 1918	2.5	Brick Veneer	Gable, Side	Domestic	C	
	7403	Dartmouth Avenue	Vernacular	ca. 2000	1	Brick	Gable, Front	Garage	NC	
79.	7404	Dartmouth Avenue	Split Level	1980	2	Brick Veneer/ Aluminum Siding	Gable, Side	Domestic	NC	
80.	7405	Dartmouth Avenue	Ranch House	1949	1	Brick Veneer	Gable, Side	Domestic	C	
	7405	Dartmouth Avenue	Vernacular	ca. 1980	1	Wood Posts	Shed	Carport	NC	
81.	7406	Dartmouth Avenue	Colonial Revival	1910	2.5	Brick	Gable, Side	Domestic	C	
82.	7503	Dartmouth Avenue	Dutch Colonial Revival	1922	1.5	Weatherboard	Gambrel	Domestic	C	
	7503	Dartmouth Avenue	Craftsman	ca. 1922	1	Weatherboard	Pyramidal	Garage	C	
83.	7505	Dartmouth Avenue	Craftsman Bungalow	1922	1.5	Asphalt Shingle	Gable, Side	Domestic	C	

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	Address	Street	Style/Form	Date <sup>1</sup>	Stories	Exterior Material	Roof Shape	Current Use	District Status <sup>2</sup>	Integrity <sup>3</sup>
	7505	Dartmouth Avenue	Craftsman	ca. 1922	1	German Siding	Gable, Front	Garage	C	
84.	7507	Dartmouth Avenue	Vernacular	1890/ 2003	2	Aluminum Siding, German Siding	Gable, Side	Domestic	NC	D, M, W
85.	7508	Dartmouth Avenue	Split Level	1987	1.5	Brick Veneer/ Vinyl Siding	Gable, Side	Domestic	NC	
86.	7302	Dickinson Avenue	Colonial Revival Cape Cod	ca. 1940	1.5	Asbestos Shingle	Gable, Side	Domestic	C	
	7302	Dickinson Avenue	Vernacular	ca. 1940	1	Aluminum Siding	Gable, Front	Garage	C	
87.	7303	Dickinson Avenue	Craftsman	1940	1.5	Aluminum Siding	Gable, Front	Domestic	C	
88.	7304	Dickinson Avenue	Modern	1966	2	Brick Veneer	Flat	Apartments	NC	S
89.	7305	Dickinson Avenue	Moderne	ca. 1940	1.5	Brick	Gable, Cross	Domestic	C	
90.	7307	Dickinson Avenue	Moderne	ca. 1940	1	Brick	Hipped	Domestic	C	
91.	7309	Dickinson Avenue	Moderne	ca. 1940	1.5	Brick	Gable, Cross	Domestic	C	
92.	7310	Dickinson Avenue	Colonial Revival Cape Cod	1938	1.5	Brick	Gable, Side	Domestic	C	
93.	7402	Dickinson Avenue	Craftsman Bungalow	1918	1.5	Vinyl Siding	Gable, Side	Domestic	C	
94.	7404	Dickinson Avenue	Modern Colonial Revival Split Level	1996	2	Brick Veneer/ Vinyl Siding	Gable, Side	Domestic	NC	

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	Address	Street	Style/Form	Date <sup>1</sup>	Stories	Exterior Material	Roof Shape	Current Use	District Status <sup>2</sup>	Integrity <sup>3</sup>
95.	7405	Dickinson Avenue	Colonial Revival	1922	2	Weatherboard	Gable, Side	Domestic	C	
96.	7406	Dickinson Avenue	Craftsman	1920	2.5	Vinyl Siding	Gable, Side	Domestic	C	
97.	7407	Dickinson Avenue	Tudor Revival	ca. 1935	1	Brick	Gable, Cross	Domestic	C	
98.	7409	Dickinson Avenue	Colonial Revival Cape Cod	ca. 1935	1.5	Brick	Gable, Side	Domestic	C	
	7409	Dickinson Avenue	Vernacular	ca. 1935	1	Aluminum Siding	Gable, Front	Garage	C	
99.	7504	Dickinson Avenue	Craftsman (altered)	ca. 1935	2	Asbestos Shingle/Wood Shingles	Gable, Side	Domestic	C	D
100.	7505	Dickinson Avenue	Colonial Revival	1932	1.5	Asbestos Shingle	Gable, Cross	Domestic	C	
	7505	Dickinson Avenue	Vernacular	ca. 1980	0.5	Vinyl Siding	Shed	Shed	NC	
101.	7506	Dickinson Avenue	Colonial Revival	1927	2	Aluminum Siding	Gable, Side	Domestic	C	
102.	7508	Dickinson Avenue	Dutch Colonial Revival	ca. 1941	2	Brick/ Asbestos Shingles	Gable, Side	Domestic	C	
103.	7509	Dickinson Avenue	Ranch House	1953	1	Brick	Gable, Side	Domestic	NC	
104.	7511	Dickinson Avenue	Cape Cod	1953	1.5	Brick	Gable, Side	Domestic	NC	
105.	7507	Girard Street	Colonial Revival Cape Cod	1945	1.5	Asbestos Shingle	Gable, Side	Domestic	C	

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	Address	Street	Style/Form	Date <sup>1</sup>	Stories	Exterior Material	Roof Shape	Current Use	District Status <sup>2</sup>	Integrity <sup>3</sup>
106.	7508	Girard Street	Craftsman Bungalow (altered)	1923	1 & 2	Vinyl Siding	Hipped	Domestic	NC	D, M, W, F
107.	7509	Girard Street	Modern Colonial Revival Split Level	1981	2	Aluminum Siding/Brick Veneer	Gable, Side	Domestic	NC	
108.	7510	Girard Street	Ranch House	1959	1	Aluminum Siding/Asphalt Shingle	Gable, Side	Domestic	NC	
109.	7511	Girard Street	Vernacular	1900	2	Asbestos Shingle	Gable, Side	Domestic	C	
110.	7512	Girard Street	Ranch House	1959	1	Vinyl Siding	Gable, Side	Domestic	NC	
111.	7513	Girard Street	Queen Anne	1900	2	Asbestos Shingle	Gable, Front	Domestic	NC	D, F
112.	7514	Girard Street	Colonial Revival	1947	1.5	Aluminum Siding	Gable, Side	Domestic	C	
	7514	Girard Street	Vernacular	ca. 1955	1.5	Concrete Block	Gable, Front	Garage	NC	
113.	7516	Girard Street	Colonial Revival Cape Cod	1947	1.5	Asbestos Shingle	Gable, Side	Domestic	C	
	7516	Girard Street	Vernacular	ca. 1985	1	Plywood	Shed	Shed	NC	
114.	7518	Girard Street	Ranch House	1948	1	Aluminum Siding	Gable, Side	Domestic	C	

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	Address	Street	Style/Form	Date <sup>1</sup>	Stories	Exterior Material	Roof Shape	Current Use	District Status <sup>2</sup>	Integrity <sup>3</sup>
115.	4504	Hartwick Road	Craftsman	1926	2	Vinyl Siding	Gable, Front	Domestic	C	M
	4504	Hartwick Road	Vernacular	ca. 1926	1	Fiber-Cement Siding	Pyramidal	Shed	C	
116.	4506	Hartwick Road	Craftsman Bungalow	1922	1.5	Vinyl Siding	Gable, Side	Domestic	C	
	4506	Hartwick Road	Vernacular	ca. 1926	1	Weatherboard	Gable, Front	Garage	C	
117.	4508	Hartwick Road	Craftsman Bungalow	1923	1.5	Aluminum Siding	Gable, Side	Domestic	C	M
	4508	Hartwick Road	Vernacular	ca. 1925	1	Weatherboard	Gable, Side	Garage	C	
118.	4510	Hartwick Road	Craftsman Bungalow	1924	1.5	Stucco/Half Timbering	Gable, Side	Domestic	C	
	4510	Hartwick Road	Vernacular	ca. 1924	1	Weatherboard	Gable, Front	Garage	C	
119.	4512	Hartwick Road	Craftsman Foursquare	1922	2.5	Vinyl Siding/Wood Shingles	Pyramidal	Domestic	C	
	4512	Hartwick Road	Vernacular	ca. 1940	1	Weatherboard	Gable, Front	Garage	C	
120.	4600	Hartwick Road	Dutch Colonial Revival	1932	1.5	Aluminum Siding	Gable, Side	Domestic	C	
121.	4602	Hartwick Road	Moderne	ca. 1940	1.5	Brick	Hipped	Domestic	C	
122.	4604	Hartwick Road	Colonial Revival (altered)	ca. 1930/1990s	1.5	Stone Veneer/Aluminum Siding	Gable, Side	Domestic	NC	D,M,W,F,S

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	Address	Street	Style/Form	Date <sup>1</sup>	Stories	Exterior Material	Roof Shape	Current Use	District Status <sup>2</sup>	Integrity <sup>3</sup>
	4604	Hartwick Road	Vernacular	ca. 1940	1	Pressed Aluminum Siding	Gable, Front	Garage	C	
123.	4606	Hartwick Road	Dutch Colonial Revival	1929	2	Weatherboard	Gable, Front	Domestic	C	
	4606	Hartwick Road	Vernacular	ca. 1929	1	Weatherboard	Gable, Front	Garage	C	
124.	4608	Hartwick Road	Colonial Revival Cape Cod	1920	1.5	Brick	Gable, Side	Domestic	C	
125.	4610	Hartwick Road	Dutch Colonial Revival	1925	2	Aluminum Siding	Gable, Side	Domestic	C	
	4610	Hartwick Road	Vernacular	ca. 1945	1	Pressed Aluminum Sheets	Gable, Front	Garage	C	
126.	7304	Hopkins Avenue	Colonial Revival, Cape Cod	ca. 1935	1.5	Brick	Gable, Side	Domestic	C	
	7304	Hopkins Avenue	Vernacular	ca. 1940	1	Weatherboard	Gable, Front	Garage	C	
127.	7305	Hopkins Avenue	Colonial Revival, Cape Cod	ca. 1935	1.5	Brick	Gable, Side	Domestic	C	
128.	7306	Hopkins Avenue	Tudor Revival	ca. 1940	2	Brick	Gable, Side	Domestic	C	
129.	7307	Hopkins Avenue	Vernacular	1926	1.5	Aluminum Siding	Gable, Front	Domestic	C	M

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	Address	Street	Style/Form	Date <sup>1</sup>	Stories	Exterior Material	Roof Shape	Current Use	District Status <sup>2</sup>	Integrity <sup>3</sup>
130.	7308	Hopkins Avenue	Moderne	ca. 1940	1.5	Brick	Hipped	Domestic	C	
	7308	Hopkins Avenue	Moderne	ca. 1940	1	Brick	Flat	Garage	C	
131.	7309	Hopkins Avenue	Colonial Revival	1943	1	Vinyl Siding	Gable, Side	Domestic	C	M
	7309	Hopkins Avenue	Vernacular	ca. 1940	1	Asbestos Shingles	Gable, Front	Garage	C	
132.	7310	Hopkins Avenue	Moderne	ca. 1940	1.5	Brick	Gable, Cross	Domestic	C	
133.	7400	Hopkins Avenue	Craftsman Bungalow	1918	1.5	Asbestos Shingle	Gable, Side	Domestic	C	
134.	7403	Hopkins Avenue	Dutch Colonial Revival	ca. 1930	1.5	Brick	Gambrel	Domestic	C	
135.	7404	Hopkins Avenue	Craftsman Bungalow	1928	1.5	Vinyl Siding	Gable, Side	Domestic	C	
	7404	Hopkins Avenue	Vernacular	ca. 1928	1	Weatherboard	Gable, Front	Garage	C	
136.	7504	Hopkins Avenue	Colonial Revival, Cape Cod	ca. 1935	1.5	Vinyl Siding	Gable, Side	Domestic	C	
	7504	Hopkins Avenue	Vernacular	ca. 1935	1	Aluminum Siding	Gable, Side	Garage	C	
137.	7505	Hopkins Avenue	Colonial Revival, Cape Cod	1934	1.5	Brick	Gable, Side	Domestic	C	
	7505	Hopkins Avenue	Vernacular	ca. 1934	1	Brick Veneer	Gable, Front	Garage	C	
138.	7506	Hopkins Avenue	Colonial Revival, Cape Cod	ca. 1935	1.5	Stone Veneer	Gable, Side	Domestic	C	

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139.	7507	Hopkins Avenue	Colonial Revival, Cape Cod	1947	1.5	Brick Veneer	Gable, Side	Domestic	C	
	7507	Hopkins Avenue	Vernacular	ca. 1945	1	Brick Veneer	Gable, Side	Garage	C	
140.	7509	Hopkins Avenue	Modern Colonial Revival Cape Cod	1996	1.5	Vinyl Siding	Gable, Side	Domestic	NC	
141.	7510	Hopkins Avenue	Colonial Revival	1962	2	Brick Veneer	Flat	Apartments	NC	
142.	4514	Knox Road	Colonial Revival	1963	2.5	Brick Veneer	Gable, Side	University-related Housing	C	
143.	4516	Knox Road	Colonial Revival	1963	2.5	Brick Veneer	Gable, Side	University-related Housing	C	
144.	4517	Knox Road	Colonial Revival	ca. 1935	2.5	Brick	Hipped and Gable, Side	University-related Housing	C	
145.	4518	Knox Road	Colonial Revival	1963	2.5	Brick Veneer	Gable, Cross	University-related Housing	C	
146.	4601	Knox Road	Dutch Colonial Revival	1927	2	Weatherboard	Gable, Side	Domestic	C	
147.	4603	Knox Road	Colonial Revival Cape Cod	1947	1.5	Vinyl Siding	Gable, Side	Domestic	C	

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	Address	Street	Style/Form	Date <sup>1</sup>	Stories	Exterior Material	Roof Shape	Current Use	District Status <sup>2</sup>	Integrity <sup>3</sup>
148.	4604	Knox Road	Modern	1959	2.5	Brick Veneer	Hipped	Apartments	NC	
149.	4607	Knox Road	Colonial Revival	ca. 1935	2.5	Brick	Gambrel/ Flat	University- related Housing	C	
150.	4608	Knox Road	Tudor Revival	1935	1.5	Asbestos Shingles	Gable, Cross	Domestic	C	
	4608	Knox Road	Vernacular	ca. 1935	1	Asbestos Shingles	Gable, Front	Garage	C	
151.	4609	Knox Road	Tudor Revival, vernacular	1940	1.5	Vinyl Siding	Gable, Cross	Domestic	C	
152.	4610	Knox Road	Craftsman	1923	1.5	Stucco	Gable, Front	Domestic	C	
	4610	Knox Road	Vernacular	ca. 1923	1	German Siding	Gable, Front	Garage	C	
153.	4611	Knox Road	Tudor Revival, vernacular	ca. 1938	1.5	Vinyl Siding	Multi-Gable	Domestic	C	
154.	4613	Knox Road	Colonial Revival, vernacular	ca. 1938	1.5	Vinyl Siding	Gable, Side	Domestic	C	
	4613	Knox Road	Vernacular	ca. 1938	1.5	Vinyl Siding	Gable, Front	Garage	C	
155.	4615	Knox Road	Colonial Revival/ Craftsman	1922	2	Vinyl Siding	Hipped	Domestic	C	
	4615	Knox Road	Vernacular	ca. 1925	1	Weatherboard	Gable, Front	Garage	C	

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156.	4620-4622	Knox Road	Modern	1947	3	Brick Veneer	Hipped	Garden Apartment	C	
	4624-4626	Knox Road	Modern	1947	3	Brick Veneer	Hipped	Garden Apartment	C	
	4620-4626	Knox Road	Vernacular	ca. 1947	1	Concrete Block	Hipped with Cupola	Shed	C	
157.	4711	Knox Road	Vernacular	ca. 1817/ 1912/ 1957	1.5	Brick	Gable, Side	Government (formerly outbuilding, church & clubhouse)	C <b>PGHS</b>	
158.	4500	Lehigh Road	Colonial Revival/ Commercial	1963	1.5	Brick Veneer	Gable, Cross	Commercial (offices)	NC	
159.	4600	Norwich Road	Colonial Revival	ca. 1940	2.5	Brick	Gable, Side	University-related Housing	C	M
160.	4607	Norwich Road	Craftsman Bungalow	1922	1.5	Weatherboard	Gable, Side	Domestic	C	
	4607	Norwich Road	Vernacular	ca. 1922	1	Weatherboard	Gable, Front	Garage	C	
	4607	Norwich Road	Vernacular	ca. 1990	1	Aluminum Siding	Gable, Front	Garage	NC	

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161.	4615	Norwich Road	Modern Colonial Revival Cape Cod	1996	1.5	Brick Veneer/ Vinyl Siding	Gable, Side	Domestic	NC	
162.	4617	Norwich Road	Colonial Revival	1952	2.5	Brick Veneer	Gable, Side	University-related Housing	C	
163.	4619	Norwich Road	Modern Colonial Revival	1999	2	Brick Veneer/ Vinyl Siding	Gable, Side	Domestic	NC	
164.	4701	Norwich Road	Ranch House	1971	1.5	Brick Veneer/ Aluminum Siding	Gable, Side	Domestic	NC	
165.	4702	Norwich Road	Ranch House	1944	1	Brick Veneer/ Vertical Board	Gable, Side	Domestic	C	
	4702	Norwich Road	Vernacular	ca. 1995	1	Plywood	Gable, Side	Shed	NC	
166.	4703	Norwich Road	Ranch House	1972	1	Brick Veneer/ Aluminum Siding	Gable, Side	Domestic	NC	
167.	4704	Norwich Road	Colonial Revival Cape Cod	ca. 1935	1.5	Vinyl Siding	Gable, Side	Domestic	C	
	4704	Norwich Road	Vernacular	ca. 1935	1	Aluminum Siding	Gable, Front	Garage	C	

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168.	4705	Norwich Road	Ranch House	1971	1	Brick Veneer/ Aluminum Siding	Gable, Side	Domestic	NC	
169.	4706	Norwich Road	Colonial Revival Cape Cod	ca. 1935	1.5	Vinyl Siding	Gable, Side	Domestic	C	
	4706	Norwich Road	Vernacular	ca. 1935	1	Aluminum Siding	Gable, Front	Garage	C	
170.	4707	Norwich Road	Ranch House	1971	1	Brick Veneer/ Aluminum Siding	Gable, Side	Domestic	NC	
171.	4708	Norwich Road	Vernacular	1900	2	Vinyl Siding	Gable, Front	Domestic	C	
172.	4709	Norwich Road	Ranch House	1971	1	Brick Veneer/ Aluminum Siding	Gable, Side	Domestic	NC	
173.	4710	Norwich Road	Queen Anne, Vernacular	1900	2	Asbestos Shingle	Gable, Front	Domestic	C	
	4710	Norwich Road	Vernacular	ca. 1930	1	Asbestos Shingle	Gable, Front	Garage	C	
174.	4711	Norwich Road	Ranch House	1971	1	Brick Veneer/ Aluminum Siding	Gable, Side	Domestic	NC	

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175.	4715	Norwich Road	Craftsman (altered)	ca. 1935	1.5	Asbestos Shingle/Stucco	Gable, Side	Domestic	NC	D, M, W
	4715	Norwich Road	Vernacular	ca. 1960	1	Concrete Block	Gable, Front	Garage	NC	
176.	4803	Norwich Road	Ranch House	1971	1	Brick Veneer	Gable, Side	Domestic	NC	
177.	4805	Norwich Road	Ranch House	1971	1	Brick Veneer/ Aluminum Siding	Gable, Front	Domestic	NC	
178.	4807	Norwich Road	Ranch House	1971	1	Brick Veneer	Gable, Side	Domestic	NC	
179.	4808	Norwich Road	Ranch House	1962	1	Vinyl Siding	Gable, Side	Domestic	NC	
180.	4811	Norwich Road	Ranch House	1971	1	Brick Veneer/ Aluminum Siding	Gable, Side	Domestic	NC	
181.	7201	Princeton Avenue	Moderne	1948	3	Brick Veneer	Flat	Apartments	C	
182.	7304	Princeton Avenue	Colonial Revival Cape Cod	1933	1.5	Brick	Gable, Side	Domestic	C	
	7304	Princeton Avenue	Vernacular	ca. 1933	1	Brick Veneer	Gable, Front	Garage	C	
183.	7305	Princeton Avenue	Craftsman Foursquare	1915	2.5	Weatherboard/ Stucco	Pyramidal	Domestic	C	
184.	7306	Princeton Avenue	Tudor Revival (altered)	1933	1.5	Brick/ Vinyl Siding	Multi-Gable	Domestic	NC	D, M, W
	7306	Princeton Avenue	Vernacular	ca. 2003	1	Brick Veneer	Gable, Front	Garage	NC	

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	Address	Street	Style/Form	Date <sup>1</sup>	Stories	Exterior Material	Roof Shape	Current Use	District Status <sup>2</sup>	Integrity <sup>3</sup>
	7306	Princeton Avenue	Vernacular	ca. 2005	2	Aluminum Siding	Gable, Front	Garage	NC	
185.	7307	Princeton Avenue	Craftsman Foursquare	1915	2.5	Stucco/Wood Shingle	Gable, Side	Domestic	C	
	7307	Princeton Avenue	Vernacular	ca. 1920	1	German Siding	Gable, Front	Garage	C	
186.	7309	Princeton Avenue	Craftsman Foursquare	1915	2.5	Aluminum Siding/Stucco	Pyramidal	Domestic	C	
	7309	Princeton Avenue	Vernacular	ca. 1980	1	Aluminum Siding	Gable, Front	Garage	NC	
187.	7401	Princeton Avenue	Colonial Revival	ca. 1935	2.5	Brick	Gable, Side	University-related Housing	C	
188.	7402	Princeton Avenue	Colonial Revival	1963	2.5	Brick Veneer	Gable, Side	University-related Housing	C	
189.	7407	Princeton Avenue	Colonial Revival	ca. 1935	2.5	Brick	Gable, Side	University-related Housing	C	
190.	7503	Princeton Avenue	Colonial Revival/ Craftsman	ca. 1935	2.5	Brick	Gable, Side	Domestic	C	
	7503	Princeton Avenue	Vernacular	ca. 1935	1	Brick Veneer	Gable, Front	Garage	C	

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191.	7504	Princeton Avenue	Vernacular	ca. 1920	1	Asbestos Shingles	Gable, Side	Shed	C	
192.	7507	Princeton Avenue	Vernacular	2006	2.5	Brick Veneer/ Vinyl Siding	Gable, Side	Domestic	NC	
193.	7508	Princeton Avenue	Craftsman Bungalow	1920	1.5	Weatherboard	Gable, Side	Domestic	C	
	7508	Princeton Avenue	Vernacular	ca. 1970	1	Aluminum Siding	Gable, Front	Garage	NC	
194.	7509	Princeton Avenue	Colonial Revival/Craftsman	1927	2	Brick Veneer	Gable, Side	Domestic	C	
	7509	Princeton Avenue	Vernacular	ca. 1940	1	Weatherboard	Gable, Front	Garage	C	
195.	7510	Princeton Avenue	Craftsman Bungalow	1922	1.5	Aluminum Siding	Gable, Side	Domestic	C	
196.	7511	Princeton Avenue	Colonial Revival	ca. 1935	2.5	Brick	Gable, Cross	University-related Housing	C	
197.	7512	Princeton Avenue	Colonial Revival	ca. 1925	2	Vinyl Siding	Gable, Side	Domestic	C	M
198.	NA	Randolph Macon Avenue	Vernacular	ca. 1990	1	Metal	Gable, Side	Garage	NC	
199.	7302	Rhode Island Avenue	Craftsman Bungalow	1926	1.5	Wood Shingle	Gable, Side	Domestic	C	

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200.	7304	Rhode Island Avenue	Craftsman Bungalow	1922	1.5	Asbestos Shingles	Gable, Side	Domestic	C	
	7304	Rhode Island Avenue	Vernacular	ca. 1922	1	German Siding	Gable, Front	Garage	C	
201.	7306	Rhode Island Avenue	Craftsman Bungalow	1926	1.5	Fiber-Cement Siding/ Aluminum Siding	Gable, Side	Domestic	C	M
202.	7308	Rhode Island Avenue	Colonial Revival	1928	2.5	Asbestos Shingle	Hipped	Domestic	C	
203.	7400	Rhode Island Avenue	Queen Anne	1900	2.5	Weatherboard	Gable, Cross	Apartment	C	
204.	7404	Rhode Island Avenue	Colonial Revival	1938	1.5	Brick	Gable, Front	Domestic	C	
	7404	Rhode Island Avenue	Vernacular	ca. 1938	1	German Siding	Shed	Shed	C	
205.	7501	Rhode Island Avenue	Vernacular	1950	1.5	Aluminum Siding	Gable, Side	Commercial (formerly Domestic)	C	
206.	7505	Rhode Island Avenue	Ranch House	1974	1	Brick Veneer/ Aluminum Siding	Gable, Side	Domestic	NC	

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	Address	Street	Style/Form	Date <sup>1</sup>	Stories	Exterior Material	Roof Shape	Current Use	District Status <sup>2</sup>	Integrity <sup>3</sup>
	7505	Rhode Island Avenue	Vernacular	ca. 1974	1	Aluminum Siding	Gable, Front	Garage	NC	
207.	7506	Rhode Island Avenue	Colonial Revival	1927	2	Vinyl Siding	Gable, Side	Domestic	C	
208.	7508	Rhode Island Avenue	Modern Colonial Revival	ca. 2000	2	Brick Veneer/ Vinyl Siding	Gable, Side	Domestic	NC	
209.	7509	Rhode Island Avenue	Ranch House	1978	1	Brick Veneer/ Aluminum Siding	Gable, Side	Domestic	NC	
	7509	Rhode Island Avenue	Vernacular	ca. 1978	1	Aluminum Siding	Gable, Front	Garage	NC	
210.	7510	Rhode Island Avenue	Modern Colonial Revival	ca. 2000	2	Brick Veneer/ Vinyl Siding	Gable, Side	Domestic	NC	
211.	7512	Rhode Island Avenue	Craftsman	1917	2	Stucco	Hipped	Domestic	C	
212.	7301	Yale Avenue	Craftsman	1925	2.5	Vinyl Siding	Gable, Side	Domestic	C	D
	7301	Yale Avenue	Craftsman	ca. 1925	1	Asphalt Shingle	Hipped	Garage	C	
213.	7303	Yale Avenue	Craftsman	1927	2.5	Aluminum Siding	Hipped	Domestic	C	
214.	7305	Yale Avenue	Craftsman	1933	2.5	Brick	Hipped	Domestic	C	

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	Address	Street	Style/Form	Date <sup>1</sup>	Stories	Exterior Material	Roof Shape	Current Use	District Status <sup>2</sup>	Integrity <sup>3</sup>
215.	7505	Yale Avenue	Modern	ca. 1960	1	Brick Veneer	Gable, Cross	University-Related Police Station	C	

<sup>1</sup> The dates provided within this inventory reflect a review of primary and secondary source materials. These include Sanborn Fire Insurance and Franklin Maps, tax assessments records, real property records, MHT Inventory Forms for individual properties and a survey district, stylistic presentations, oral histories, and published town histories.

<sup>2</sup> Contributing resources are recognized for their association with the context of Old Town College Park. These resources date from the periods between 1889-1950 and 1935-1965. They retain sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to convey significance to the context. Non-contributing resources are not directly associated with the established periods of development in Old Town College Park. These properties were generally constructed after the 1950 date of significance assigned for Old Town College Park and the 1965 date assigned to the university/education-related resources. **PGHS** denotes that a property has been designated individually as a Prince George's County Historic Site. **PGHR**, Prince George's County Historic Resource, denotes that a property has been partially documented and included within the Inventory of the Prince George's County 1992 *Historic Sites and Districts Plan*. As such, the filing of a building permit or a development proposal affecting a PGHR will require that the property be evaluated for potential designation as an Historic Site.

<sup>3</sup> The Integrity column only includes information on properties that date within the district's Periods of Significance (1889-1950/1935-1965) **and** have been found to lack sufficient integrity, which is defined as the ability of a property to convey its significance to the established context. The integrity of each of these properties was evaluated using the National Park Service's seven aspects—design, workmanship, feelings, association, materials, location, and setting. The first letter of each aspect indicates the aspects of integrity determined to be lacking in these individual properties. *Please note that in all cases, changes to a property, including restoration, renovation, and/or alteration, may alter the level of integrity and necessitate a reassessment.*

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**STATEMENT OF SIGNIFICANCE**

Old Town College Park is a representative example of the many residential subdivisions that emerged as the suburbs of Washington, D.C. expanded with the advent of the streetcar and automobile at the end of the nineteenth century and in the early to mid-twentieth century. Washington-based real estate developers John O. Johnson and Samuel Curriden submitted the original plat for "College Park" in 1889 on property historically associated with the Stier and Calvert families. The 125-acre community was laid out specifically to attract middle- and upper-middle-income residents, and persons associated with the nearby Maryland Agricultural College (now the University of Maryland) and, later, the College Park Airport. The development of the area, which began slowly, was spurred by the growth of neighboring suburbs, the university, and the transportation resources such as the Washington and Baltimore Turnpike, the streetcar, and Baltimore & Ohio (B&O) Railroad that transversed the community. The second such suburb planned near the college (the failed College Lawn was platted in 1872), College Park was one of the first successful commuter suburbs located along the railroad and turnpike in Prince George's County. The greatest period of residential development began in the 1920s and subsided with the end of World War II. The buildings constructed in Old Town College Park reflect the periods in which they were erected, illustrating fashionable styles, forms, and materials. The variety of architectural styles included Queen Anne and Colonial Revival as well as later designs and forms such as the American foursquare, Cape Cod, Bungalow, and Craftsman. To meet the needs of the growing university, fraternities, sororities, and modestly sized apartment complexes were constructed in Old Town College Park in the mid-twentieth century. These buildings, generally occupying large lots with landscaped yards, illustrate many of the architectural fashions presented by their single-family residential neighbors on a much grander and more imposing scale. Today, well-landscaped streets, and well-built, freestanding, single-family dwellings, garden apartments, and university housing define the community.

Old Town College Park meets designation as a Historic Site under Section 29-104 of the Prince George's County Historic Preservation Ordinance and the Historic Preservation Commission's Adopted Policies and Procedures (#1-87) for criteria (A)(1)(iv), (A)(2)(i), and (A)(2)(iv). Further, Old Town College Park meets National Register Criteria A and C, and is significant under the themes of architecture and community planning/development. The period of significance for Old Town College Park extends from 1889 to 1950. The University of

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Maryland has made a distinct contribution to the historic context of the neighborhood. This second period of significance for the university-related properties extends from 1935 to 1965. The neighborhood consists of 215 properties, made up of 295 primary and secondary resources. A total of 211 of the resources are contributing to the historic context of the district, while 84 resources are non-contributing. There are 215 primary resources and 80 secondary resources, including garages, carriage houses, and sheds. Residential buildings make up most of the neighborhood. Primary resources include single-family dwellings, apartments, commercial buildings, educational housing (fraternities and sororities), the church with rectory, an office building, the university police station, the Metro Station Parking Lot, and the Old Parish House. There are 154 contributing primary resources, and 61 non-contributing secondary resources. There are 57 contributing secondary resources, and 23 non-contributing secondary resources.

**Prince George's County Criterion (A)(1)(iv): Exemplifies the cultural, economic, industrial, social, political or historical heritage of the County and its urban and rural communities.**

**National Register Criterion A: That are associated with events that have made a significant contribution to the broad patterns of our history.**

Old Town College Park meets Prince George's County Criterion (A)(1)(iv) and Criterion A of the National Register of Historic Places as a planned community that catered to the expanding middle- to upper-middle-class suburban population of Washington, D.C., and the University of Maryland from the nineteenth century to the middle of the twentieth century.

The first phase of suburban development in Old Town College Park began slowly in the last decade of the nineteenth century. Development efforts were initially hampered by a lack of utilities, unpaved streets, and its distant location from the center of Washington, D.C. However, the impetus for development was related to the variety of transportation resources that served the newly established suburb. These included the Washington and Baltimore Turnpike (now known as Baltimore Avenue and U.S. Route 1); the College Station stop of the Baltimore and Ohio Railroad; and the electric streetcar lines of the Washington, Berwyn, and Laurel Railroad Company (later operated by the City and Suburban Railway Company and then the D.C. Transit Company). In 1889, the official plat was filed for the newly devised suburb of "College Park."



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John Oliver Johnson and Samuel Curriden of Washington, D.C. were responsible for the subdivision of this 125-acre neighborhood on land previously associated with the Stier-Calvert family's 2,000-acre plantation known as Riversdale (located at 4811 Riversdale Road, Riverdale Park). The second such suburb planned in this vicinity (the failed College Lawn was platted in 1872), Old Town College Park was one of the first successful commuter suburbs located along the railroad and turnpike in Prince George's County.

The projected relationship of the suburb with the nearby Agricultural College was clearly indicated from the start, as suggested by the name of the community. Further, most of the streets were named for prominent eastern colleges and universities, including Harvard, Yale, Dartmouth, Vassar, and Princeton.<sup>4</sup> Twentieth-century development of College Park continued to be closely related to the expanding Agricultural College, which had become the University of Maryland at College Park in 1920. The proximity of the neighborhood provided faculty members, staff, visiting professors, and students with housing opportunities. While many commuting residents had single-family dwellings constructed near the railroad station stop at the eastern end of the suburb, college faculty had houses erected closer to the campus. Similarly, aviators and pupils learning to fly at the Signal Corps Aviation School (now the College Park Airport) owned dwellings or leased living space in Old Town College Park and its many additions (now collectively known as Calvert Hills). The need for housing, also prompted by the influx of residents to the nation's capital in the 1940s, introduced the low-rise garden apartment to College Park. Appropriately, the first example of this building type was named University Garden Apartments. The connection with the university culminated with the construction of more than thirty buildings, including student apartments, sororities, and fraternities, by the middle part of the twentieth century.

In 1945, "Old Town" College Park was one of eleven neighborhoods within the newly incorporated City of College Park. The historic neighborhood was then recognized as the center of the newly formed municipality. Consequently, the fire department, police station, and city hall were erected within the original platted boundaries planned by Johnson and Curriden (city hall is not located in the historic district). After World War II, growth in College Park subsided with a limited number of residences, storefronts, and university housing constructed in the years between 1950 and 1965. By the latter part of the twentieth century, infill development on

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previously unimproved lots was confined to dwellings and apartments, with offices, stores, and a gas station located along its western boundary outside of the historic district.

**Prince George's County Criterion (A)(2)(i): Embodies the distinctive characteristics of a type, period or method of construction.**

**Prince George's County Criterion (A)(2)(iv): Represents a significant and distinguishable entity whose components may lack individual distinction.**

**Criteria C: That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.**

The suburban neighborhood of Old Town College Park meets Prince George's County Criteria (A)(2)(i) and (A)(2)(iv) and Criterion C of the National Register of Historic Places for its substantial concentration of high-style and, as the market demanded, less ornate architecture, including single-family dwellings, garden apartments, and university housing.

Old Town College Park retains many of its original late-nineteenth-century and twentieth-century revival and American movement buildings. The district's aboveground resources date from the 1890s to the last decade of the twentieth century, with a single resource erected prior to the 1889 platting of the neighborhood. Known today as the Old Parish House, this brick building reflects the property's original use as part of the Stier/Calvert family plantation known as Riversdale. The one-story structure appears to have been constructed in the early to middle part of the nineteenth century (circa 1812) as an outbuilding (possibly a barn). It was renovated in 1912 to serve the community of College Park as a church and, in the 1950s, as a Woman's Club.

The first dwellings erected after the platting of College Park illustrate the fashionable Queen Anne style commonly built for upper-middle class residents at the end of the nineteenth century. Construction was originally focused along the eastern side of the suburb, closer to the College Station stop of the Baltimore and Ohio (B&O) Railroad. The dwellings, ornamented to the

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specific tastes of the property owners, were sited on spacious lots with landscaped yards. Each of these large single-family buildings exhibited high-style ornamentation, including wrap-around porches, ornate wood shingles, projecting bays, intersecting gables, and an array of decorative cladding materials.

By the 1920s, when residential construction increased substantially, house sizes and stylistic features had begun to change in response to a new clientele. Greater numbers of smaller, less ornamented houses were built in the neighborhood. The dominant styles were modest Colonial Revival dwellings and the Craftsman-style bungalow. These later dwellings generally began to house middle-income residents, and exhibited less architectural ornament than the houses erected prior to 1920.

By the late 1930s, the growth of the nearby University of Maryland began to have a more direct effect on the architectural character of College Park with the introduction of alternate domestic building types of a grander scale. These included several buildings specifically erected for use by fraternities, and eventually included sorority housing and student apartments. The 1939 *Sanborn Fire Insurance Maps* identified thirteen fraternity houses in Old Town, the majority between Rhode Island Avenue and the campus. By 1963, many of the undeveloped lots at the northern and western boundaries of the suburb were improved by the construction of university-maintained apartments and buildings for fraternal associations. Today, over thirty such resources are found in Old Town College Park.

**HISTORICAL BACKGROUND**

*Pre-Dating the 1889 Platting*

The area that is known today as Old Town College Park was part of the Stier/Calvert family's large and prosperous Riversdale plantation, which included a grand Georgian-style dwelling dating from the beginning of the nineteenth century. Henri J. Stier purchased the property in 1801 upon his arrival in Prince George's County, and quickly began construction of the dwelling. The property passed to Stier's daughter, Rosalie, and her husband, George Calvert, after Henri J. Stier returned to Europe in 1803. The Calverts oversaw the final construction efforts of the Georgian mansion and continued to develop the plantation over the next decade.

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After the death of George Calvert in 1838, the property was devised to his son, Charles Benedict Calvert.

The Calvert land was primarily agricultural. It was connected to Baltimore City, Bladensburg, and Georgetown by colonial and post-Revolutionary War roads. The main road traversing the area was the Washington and Baltimore Turnpike, the predecessor to today's U.S. Route 1 (Baltimore Avenue). This sixty-foot-wide stone-and-gravel road was incorporated as a turnpike by an Act of the Maryland General Assembly in 1812. The turnpike was opened in part at the beginning of 1815, and completed to its total length of thirty-six miles in the following years. The abundance of traffic along the Washington and Baltimore Turnpike prompted the construction of numerous taverns and inns, including the Rossborough Inn (circa 1803, currently the faculty-alumni club of the University of Maryland). Agricultural roads and narrow lanes from the nearby plantations and farms intersected the turnpike, and ultimately served as guides for several of the roads existing today.<sup>5</sup>

Running parallel to the turnpike was the Washington branch of the Baltimore and Ohio (B&O) Railroad. The railroad, which traveled through Prince George's County for 13.6 miles, consisted of a single line of tracks when laid in 1835. By the early 1860s, the line was upgraded to a double-track system, with several stops and stations established at various intervals along the route. Initially, daily service consisted of two round-trip passenger trains between Washington and Baltimore City, with freight service as needed.<sup>6</sup> The railroad's speed, convenience, and lower freight rates for agricultural products offered stiff competition for the turnpike. Consequently, the turnpike company dissolved in 1866 and maintenance of the road was abandoned.

The development of Old Town is largely a result of the establishment and growth of the University of Maryland at College Park, which was also aided by the various transportation resources serving the area. The school was founded as a direct result of the depletion of the agricultural landscape of Maryland. By the middle of the nineteenth century, much of the area had been largely exhausted of its vital nutrients, a result of growing tobacco. To aid the farmers, agricultural societies, fairs, and publications were offered. One such society was the Farmer's Club, founded in Baltimore City. The organization changed its name in 1848 to the Maryland State Agricultural Society, and became the primary motivator in the establishment of the agricultural college. Support for the school came from the state legislature in March 1855, when

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a bill was passed to confer the charter for a college that made experimental agriculture a part of its regular curriculum. Charles Benedict Calvert, president of the college's board of trustees, provided 428 acres of land for the meager price of \$50 per acre in 1856. This tract, a part of the 2,000-acre Riversdale plantation, was located to the northwest of Old Town College Park. Three years later, in 1859, the first building of the Maryland Agricultural College was opened to thirty-four students. Because of the establishment of the college, the B&O Railroad established the College Lawn Station to serve the school, as well as the post office and small-unplanned residential community that was growing around the campus.<sup>7</sup>

With the death of Calvert in 1864, the remaining plantation property was subdivided among his heirs. Calvert's widow, Charlotte, received a 300-acre lot that included the mansion and numerous outbuildings, as well as the family graveyard, principal barns, and tenant houses. The remaining acreage was divided among the five surviving children. Ella Calvert Campbell, Calvert's daughter, obtained a 125-acre lot to the north of the mansion. This property, located to the east of the agricultural college and west of the B&O Railroad tracks, was the future site of Old Town College Park. Soon after receiving title to the land, Ella Campbell permitted her brother, Eugene Calvert, to subdivide the property. It was platted as College Lawn, created around the College Station stop of the B&O Railroad. The development of the proposed community was slow. The *Hopkins Map* of the Bladensburg District #2 and Vansville District #1 of Prince George's County documents that the homes of Ella Calvert Campbell and Charles B. Calvert were the only improvements in the College Park area in 1878. In 1889, Campbell sold the property to John Oliver Johnson and Samuel Curriden of Washington, D.C.

Prior to purchasing the property, John O. Johnson worked as an insurance agent at 927 F Street, N.W. and lived at 1717 14<sup>th</sup> Street, N.W.<sup>8</sup> In 1890, Johnson was better known as a real estate and insurance agent, working at Merchant's Insurance Company of Newark, New Jersey. The offices were located in the Atlantic Building at 930 F Street, N.W. Upon purchasing the property in Prince George's County in 1889, Johnson lived in the imposing dwelling formerly owned and occupied by Ella Calvert Campbell at the corner of Columbia and Calvert Streets. Samuel W. Curriden was a lawyer, who worked at 1334 F Street, N.W. By 1890, Curriden's office had been relocated to 1427 New York Avenue, N.W. Unlike Johnson, Curriden continued to live in his home at 34 B Street, N.W., in Washington, D.C. Soon after the plat for the



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subdivision of College Park was implemented, Curriden allegedly absconded with the proceeds of the joint venture.<sup>9</sup>

*Initial Development of College Park, 1889-1900*

Within months of purchasing the land, Johnson and Curriden replatted College Lawn as College Park. The overall organization of the new suburb was strikingly similar to its 1872 predecessor with a rectilinear grid of blocks and streets bounded by the B&O Railroad on the east and Baltimore Avenue (formerly the Washington and Baltimore Turnpike) to the west. The community was initially intended to serve professors of the college as well as middle- and upper-middle-class residents who commuted by train to nearby commercial and business centers. To reinforce the association with the college, which was steadily growing, the developers named most of the streets in College Park in honor of prominent eastern colleges and universities. Examples recorded in the original plat included Princeton, Harvard, Dartmouth, Wellesley, Yale, Columbia, (Johns) Hopkins, and Vassar. In honor of the original property owners, the southernmost boundary of the suburb was named Calvert Road.

Although platted in 1889, few houses were constructed before the turn of the twentieth century. The original plat for College Park outlined thirty-nine blocks, each with sixteen building lots. Most of the lots were rectangular in shape and measured fifty feet by two hundred feet. Although the street frontage of the lots was typical, the depth was twice that traditionally allotted for suburban housing. In some cases, a single owner purchased multiple lots, allowing for larger yards with imposing dwellings that straddled lot lines. These larger dwellings, typically illustrating high-style designs, were constructed during the early years of the development, fulfilling the developers' objective. There are five extant resources from this period, all located in the eastern section of the neighborhood, indicating that this area was developed first because of its close proximity to the railroad station.

In December 1891, William A. Easterday and Willis C. Haldeman of Washington, D.C. filed a plat for the subdivision of Blocks 11 and 22. The blocks were undeveloped at the time of the replatting and subdivided to allow for narrow bisecting alleys. Block 11, bounded by what is known today as College Avenue, Dartmouth Avenue, Rhode Island Avenue, and Norwich Road, was divided into two smaller blocks by Randolph Macon Avenue. The southern portion of the



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block had been originally platted with long narrow building lots fronting College Avenue. The replatting divided the narrow lots east to west, creating building lots along the bisecting alley to the north. Two of the original lots created by Johnson and Curriden remained intact at the intersection of College and Dartmouth Avenues. The northern portion of Block 11 had originally been platted with eight narrow lots, four fronting eastward to Dartmouth Avenue and the other four lots facing westward to Rhode Island Avenue. Easterday and Haldeman subdivided and reoriented the lots, creating sixteen smaller lots facing northward to Norwich Avenue and sixteen lots fronting southward along the alley of Randolph Macon Avenue. Similarly, Block 22 was subdivided and the original seven lots facing east to Hopkins Avenue and the four lots fronting Princeton Avenue were reoriented. An alley that ultimately became known as Dickinson Avenue divided the block. The lots at the southernmost part of the block were reoriented to face Norwich Avenue, while the remaining lots were divided to create smaller building parcels that fronted Hopkins, Princeton, and Dickinson Avenues. Despite the subdivision of the blocks into smaller building lots that were marketed to the middle-class, the property was not improved until the middle part of the twentieth century.

Two years later, in 1893, Hannah L. Kelly subdivided Blocks 12 and 28. Block 12 was originally subdivided to have eighteen building lots, nine fronting each Dartmouth and Rhode Island Avenues. Kelly's subdivision bisected the block north to south with Van Rensselaer Place (now Girard Street). The lots in the western portion of the block were cut in half with property fronting Rhode Island Avenue and Van Rensselaer Place. The eastern portion of the block fronting Dartmouth Avenue was divided to create eighteen building lots from the eight originally platted by Johnson and Curriden.

By 1897, only thirteen houses had been constructed in the suburb of College Park. Early property owners noted in the tax assessment records include E.S. Fletcher, Lincoln Gerhardt, and Sallie E. Fletcher. One of the earliest houses erected in the neighborhood was the Taliaferro House at 7406 Columbia Avenue. George H. Johnston, a cousin of John O. Johnson, constructed the fashionable dwelling about 1888. The two-and-a-half-story Queen Anne-style house was occupied by Johnson's daughter, Emily Taliaferro, as early as 1896, and was valued at \$2,200 in the 1897 tax assessments. Taliaferro was married to a professor of agricultural economics who taught at the nearby college.<sup>10</sup> The Cory House (1891), located at 4710 College Avenue, is another example of an early dwelling associated with one of the professors at the Maryland

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Agricultural College. Ernest Cory, a graduate of the college, returned to teach in the Department of Entomology and was associated with the development of the insecticide known as DDT. Another excellent example of collegiate-related housing in College Park is the McDonnell House (1896) at 7400 Dartmouth Avenue. The Queen Anne-style house was owned and occupied by Dr. Henry B. McDonnell, a professor at the Maryland State College. McDonnell first became a professor at the Agricultural College in 1891, assuming control of the department a year later. He went on to serve as the first Dean for the School of Chemistry (1919-1921) and remained at the University until his retirement in 1938.<sup>11</sup>

From the onset, the subdivision's developers recognized the need for community activities. Thus, in 1890, College Park developer John O. Johnson founded St. Andrew's Episcopal Church. Johnson, an ordained minister in the German Reformed Church, conducted the first services for the Episcopal Church at a facility provided by the agricultural college. The need for a permanent home for the congregation prompted the renovation of the Calvert's brick barn at 4711 Knox Road, which Johnson donated to the church in 1912. The building was renovated to meet the needs of the church, including the construction of a rear addition that housed the chancel. The former barn, which dated from the early- to mid-nineteenth century, served the community of College Park as the Episcopal Church until the 1930s. The Woman's Club of College Park, a community organization founded in 1915, began meeting in the building in 1931. The group purchased the building in 1957 and renovated it for use as a meeting hall. Also meeting the religious needs of the community was the College Park Baptist Church, which purchased a single rectangular-shaped lot from Johnson on the south side of Calvert Road and constructed a church in 1901. This one-story wood-frame building, heated by a stove, was located at 4505 Calvert Road well into the middle part of the twentieth century.

*Twentieth-Century Development, 1900-1920*

Although only a few buildings improved the neighborhood at the turn of the twentieth century, by 1920, more than forty-five buildings stood in the community. Reminiscent of the development sparked by the railroad, turnpike, and agricultural college in the latter part of the nineteenth century, this early-twentieth-century development was spurred by the electric streetcar line that was extended through College Park in 1902. The streetcar line of the Washington, Berwyn, and Laurel Railroad Company (later operated by the City and Suburban

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Railway Company and then the D.C. Transit Company) made it more convenient than ever to commute downtown to work and shop. Although streetcars had begun to operate in Washington, D.C. as early as 1862, they did not connect to the outlying suburbs until the turn of the twentieth century. The streetcar system was extended to the Maryland suburbs in response to renewed population and economic growth as well as the encouragement of the real estate developers. Accessible by convenient and affordable transportation, the suburbs of Prince George's County were in turn opened for further development. Although College Park was already situated along the B&O Railroad, the streetcar was less expensive and faster than the railroad.<sup>12</sup> The new streetcar line, completed in 1902, provided direct access to the Washington terminus at the U.S. Treasury Building at 15<sup>th</sup> and G Streets, N.W., from its Laurel, Maryland, terminus. The tracks ran through the center of Old Town College Park along Rhode Island Avenue, with a stop at 4622 College Avenue. In addition to the station stop at College Park, suburban service was provided to the neighboring communities of Hyattsville, Riverdale, Lakeland, Berwyn, Branchville, Beltsville, and Contee. The success of the streetcar, coupled with the growing dependency on the automobile, caused the abandonment of the railroad station stop at College Park. The former station in College Park, located in the southeastern corner of the subdivision, was taken over by G.T. Wells and Sons. It was used as an oil, coal, and wood yard, providing heating products for the community. In 1940, the property was home to the Washington Institute of Technology, which erected a long, rectangular structure of brick on the property for educational purposes.

As the residential neighborhood grew, so did the commercial building stock. Commercial buildings were established along the primary thoroughfare intended by the developers to serve the residents. One of the first such facilities was the Harrison Store at 4624 College Avenue, erected in 1908 at the corner of College Avenue and Rhode Island Avenue. This modest wood-frame building was constructed as a one-story grocery store that was subsequently enlarged in the mid-1930s to provide residential space on the second story. The store was constructed for and operated by Wirt Harrison until 1941. The Harrison Store was also commonly known as the Trolley Stop Sweet Shop, as the streetcar stopped at the intersection where the building was located. Encouraged by the need for commercial facilities within the growing neighborhood, Wirt Harrison had a second structure constructed at 4622 College Park as rental property. From the time of its construction in 1912 until the middle of the 1930s, the second building was leased to the federal government for use as the College Park Post Office, which had been located at the

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intersection of Calvert Road and Amherst Avenue when the suburb was platted in 1889. In the mid-1930s, the rental property was renovated to serve as apartments, a new housing type generated by the influx of college students to the area.

Much of the twentieth-century development in College Park can also be attributed to the growth of the Maryland Agricultural College. In 1914, the State of Maryland took control of the college and the name was officially changed to the Maryland State College. At this time, the college was reorganized under the direction of President Albert Fred Woods. The curriculum was expanded and the college was divided into the schools of Education, Home Economics, Agriculture, Engineering, Arts and Sciences, Chemistry, and a graduate school.<sup>13</sup> With the expansion of the college, the neighborhood of College Park provided an ideal location for professors, students, and other employees to live.

Similarly, the College Park Airport, located on the north side of Calvert Road between Baltimore Avenue and Kenilworth Avenue at Corporal Frank S. Scott Drive, brought aviators and flyers from all over the nation to the area. The airport was created in 1909 to train the first military fliers in the United States. Under the direction of the Signal Corps, the landing field at College Park opened on October 8, 1909. Wilbur Wright, the first instructor of the government-owned aircrafts, unofficially set a world speed record on October 9, 1909 at College Park. Among the first pupils receiving instruction by Wright was Lieutenant Frederick Humphreys, the first Army officer to solo in the Army's first airplane. In 1911, the War Department designated the landing field as the Signal Corps Aviation School. Although the Signal Corps training school at College Park officially ceased operations in 1913, civilian aviation continued. Thus, the College Park Airport, listed on the National Register of Historic Places in 1977, was the oldest continuously operating airport in the world until it closed for a short time following the terrorist attacks on September 11, 2001. Such renowned aviators as Wilbur and Orville Wright are believed to have leased rooms in a boarding house on Bowdoin Street in what is now the neighborhood of Calvert Hills.

The Nelson's *Washington Suburban Directory* of 1918 lists a number of residents in the College Park area. The occupations noted in the directory document the middle-class and/or college-related residents of the suburb. This included accountants, lawyers, janitors, salesmen, clerical workers, and college professors. Employees of the governmental agencies located in

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Washington, D.C. commuted by streetcar or railroad to their offices, including those at the Agricultural Department, Patent Office, War Department, and Navy Department. As expected, the Maryland State College was the single largest employer of College Park residents. The census records show that the majority of the households were native-born whites, composed typically of a married couple with one to three children. The census also recorded that the majority of residents owned their homes.

Despite growth of the community, College Park was slow to receive many of the amenities commonly advertised by developers and real estate agents in the promotion of development suburbs. The streets of the suburb existed at first only on paper, as the developers were not required to provide public improvements. Thus, a number of the streets remained unpaved gravel or dirt roads with no street lighting, gutters, or sidewalks until the mid-1940s. In the same manner, electric power did not supply the homes of College Park until 1902. This power was the direct result of the laying of the streetcar tracks, and the electric power source required for traction. However, the residents were required to erect their own power lines and purchase their power directly from the railway company.<sup>14</sup> Telephone service was received in September 1901, presumably from the Chesapeake and Potomac Telephone Company.<sup>15</sup> Because of the suburb's location outside the District of Columbia, the subscribers were forced to pay a five-cent toll on all calls to the city. This toll charge continued to be assessed until the 1930s. Phone service was well established throughout the neighborhood by 1924. In 1918, the Washington Suburban Sanitary Commission (WSSC) was established by order of the Maryland General Assembly. A sewage control system was the first priority, followed shortly by the laying of new sewage pipes. By 1922, sewer pipes had been laid under Calvert Road.

*Period of Greatest Development, 1920-1949*

In 1920, the college was further expanded under the direction of the State. It was renamed the University of Maryland at College Park. Following the creation of this university system, the faculty and student population rose dramatically, particularly within the College of Arts and Sciences. The faculty of this department rose from seven to thirty-four percent of the total college faculty and the student population within this department rose from twenty percent to forty-five percent.<sup>16</sup> The university expansion, combined with the emergence of the automobile as the vehicle of choice, brought an even greater number of residents to College Park. The



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location, transportation amenities, and the number of available building lots provided unending options for speculative development. This resulted in the neighborhood's largest building boom, with the construction of over fifty buildings in just ten years. Accordingly, to attract residents, many of the unimproved lots in the southeastern part of the subdivision were replatted in 1931. The resulting design, which maintained the primary blocks, reoriented a number of the building lots along Franklin Avenue (now Hartwick Road) and Wellesley Avenue (now Knox Road), west of Hopkins Avenue. Thus, the narrow, rectangular lots fronted these east/west streets on the north and south, while the interior lots fronted the north/south streets. This replatting also resulted in the creation of Dickinson Avenue and Girard Street, which actually were alleys running north and south between the larger blocks. The subdivision, filed in September 1931, was made for Isabella W. Ashford and Hannah Kelly with Easterday and Haldeman acting as property managers. Similarly, in April 1936, property owners James A. and Florence G. Gamble replatted four lots at the southwestern corner of Block 14. Originally consisting of three large lots, the property was divided into four lots with frontage along Calvert Road and Hopkins Avenue. Ten years later, in June 1946, Monroe Power and Ethel L. Power subdivided the adjacent Block 18 to create eight lots from the original six platted by Johnson and Curriden.

Prince George's County, which was experiencing tremendous growth countywide, produced promotional pamphlets like those commonly used by developers to attract residents. The advertisements touted the "...resources and opportunities of th[is] northeast section of Greater Washington," stating that Hyattsville, Riverdale, Edmonston, Bladensburg, University Park, College Park, Branchville and Berwyn, among others, were "Washington's greatest suburb and the gateway to opportunity."<sup>17</sup> When one such pamphlet was produced in 1926, nearly 20,000 residents lived in the mentioned communities, which were serviced by streetcars, trains, and buses that traveled to Washington, D.C., and Baltimore daily.

The need for quick and inexpensive housing led to the introduction of new housing forms, such as the American foursquare, bungalow, and Cape Cod. Many of these affordable houses could be constructed according to mass-produced plans. The similarity in the building forms, materials, siting, and design suggested groups of resources were constructed as speculative housing by local developers, builders, owners, or architects. One such local developer was the brother team of Elmore and Monroe Power. Elmore Power (1877-1933) was a builder/carpenter who became involved in real estate development by 1917. A resident of the area, Power was



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responsible for the 1925 construction of the Columbia Apartments at 7405 Columbia Avenue and the replatting of "Fanny A. Calvert's Addition to College Park." The majority of additions platted by the Power brothers were located to the south of Calvert Road and now collectively are known as the neighborhood of Calvert Hills.

One of the ways in which houses were constructed quickly and inexpensively was through mail-order companies. Sears, Roebuck and Company was perhaps the best known mail-order house company, offering over 450 house plans between 1908 and 1940. The houses were ordered by mail and sent in pieces by train. The proximity of the B&O Railroad tracks along the eastern boundary of College Park made this form of building construction attractive. One example of a mail-order house is the Holbrook House (1927) at 4618 College Avenue, which is an example of the Alhambra model produced by Sears, Roebuck and Company. This model was available from Sears from 1918 to 1929, and cost between \$1,969 and \$3,134, depending on the applied ornament and materials requested. According to the Sears catalogue, "the Alhambra is an effective Mission style of architecture. Its exterior appearance, as well as the interior arrangement, will appeal to anyone who likes massiveness and plenty of room."<sup>18</sup> William A. Holbrook, the owner of the house, was a government clerk and an active member of the College Park community.

In January 1925, the Home and School Association of College Park, composed of College Park residents like William Holbrook, drafted a constitution and by-laws for the organization of the College Park Volunteer Fire Department. The first fire chief was Dr. Henry B. McDonnell, who appropriately was the director of the college's chemistry department. Known as Company Number 12, the fire department was in service by November 1, 1925, answering its first call on December 13<sup>th</sup> of that year. Elmore Power donated a small rectangular lot at 4813 Calvert Road as the site for a firehouse. The very small masonry building, which housed a single truck, was constructed in the summer of 1926. The growth of the community and the continued construction of buildings in College Park and nearby Calvert Hills required the fire department to expand its services. Thus, in 1927, the fire department was chartered as the College Park Volunteer Fire Department, Inc., and training was held at the university. The College Park Volunteer Fire Department moved in 1946 to a new building at 7507 Baltimore Avenue, which was then supplanted by a 1994 building at 8115 Baltimore Avenue. The Calvert Road building

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later served as city hall and as the fire department's Ladies Auxiliary. It was extensively rehabilitated in 2002 for use as a single-family dwelling.

The first purpose-built religious institution constructed within the boundaries of College Park was St. Andrew's Episcopal Church at 4512 College Avenue. Constructed in 1930, the church was designed by Washington architect Howard W. Cutler (1885-1948). In April 1922, the archdiocese recognized the need for a new building and authorized the purchase of a number of unimproved lots in College Park for the site of a new church. The community raised \$15,000 in response to a grant of \$50,000 by the Phillips Foundation. Local newspapers reported that the T.T. Taylor Company of Washington, D.C. would build the church, which was estimated to cost more than \$70,000. The Gothic Revival-style church held a cornerstone laying ceremony on February 24, 1930, with Bishop Freeman of the Archdiocese present.<sup>19</sup> The freestanding rectory was constructed about 1935 at 4508 College Avenue. Designed by architect R. Webster Ross, the Tudor Revival-style rectory was constructed for an estimated cost of \$12,000. The church structure was enlarged in 1954, with the construction of an abutting parish house. The parish house cost \$125,000 to construct. The Right Reverend Angus Dunn, Episcopal Bishop of Washington, and Reverend N.C. Acton, rector of the church, officiated at the cornerstone ceremony. According to newspaper accounts, the parish house contained an assembly hall, kitchen, classrooms for more than 300 children, and a student lounge for University students.<sup>20</sup>

As the population in the small community continued to grow, the need for alternatives to single-family housing arose. One such alternative was the apartment building. The first apartment building in College Park was Columbia Apartments (1925) at 7405 Columbia Avenue. The building was originally constructed to house teachers employed by the University, but the need for additional student housing ultimately supplanted the teachers. Elmore Power was responsible for the construction of the building, which is a conventional low-rise apartment, two stories in height that originally contained four units. This new building type would gain great popularity in College Park, providing inexpensive and convenient housing for the transient student population as well as the permanent residents of the community. The apartment form constructed by Power was more in keeping with the surrounding housing stock, while those multi-family units erected throughout the neighborhood in the 1940s were larger in scale and form. Respective of neighboring single-family dwellings in their siting, these low-rise garden apartments complexes typically consisted of two or more multi-storied buildings sited within landscaped grounds. The

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first such complex constructed in College Park was the University Garden Apartments at 4620-4626 Knox Road (1947). Comprising two U-shaped buildings with a spacious center courtyard, the complex is an example of a garden apartment, which typically was intended for low- and middle-income renters, but presented housing alternatives for university students living in College Park.

As automobile use replaced the streetcar and railroad, Baltimore Avenue once again flourished as a major transportation corridor connecting Washington, D.C., and Baltimore, and serving the many communities that had developed along its thoroughfare. The road, virtually cast aside in 1866 when the turnpike company was abandoned, was in extremely poor condition at the turn of the twentieth century. In 1906, considered too vital to be allowed to decay, the road was placed under the maintenance of the state and renamed Maryland Route 1. Initial repairs along the border of College Park were undertaken between 1910 and 1915, including the additional of a macadam surface. In 1918-1919, the road was rebuilt because of damage it had incurred from the thousands of heavy Army vehicles traveling its length during World War I. By the mid-1920s, increased automobile and commercial traffic required a third major upgrade of the road surface. The highway, renamed U.S. Route 1 in 1925, was widened and resurfaced along College Park and Calvert Hills between 1928 and 1930. By the second quarter of the twentieth century, Baltimore Avenue became one of the most critical transportation links between Washington, D.C., and Baltimore. In response to the many autos that traveled Baltimore Avenue, a number of automobile showrooms and eye-catching commercial structures with off-street parking were erected in College Park, just to the west of the historic district boundaries. Further, immediately next to College Park, where the avenue intersects Calvert Road, a motel was constructed. This three-building complex included a main office with restaurant and two freestanding buildings, each with ten rooms. The one-story tile-faced buildings are noted on the 1939 *Sanborn Fire Insurance Maps* as "tourist cabins," a popular term with automobile travelers during the second quarter of the twentieth century.

The continued growth of the University of Maryland began to have a more direct effect on the architectural character of College Park in the second quarter of the twentieth century as fraternity houses began to arise along the streets of the community. According to the 1939 *Sanborn Fire Insurance Maps*, thirteen fraternity houses existed in College Park, the majority set to the west of Rhode Island Avenue. Fraternities were an expression of collegiate spirit and their buildings

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were designed to foster self-discipline, fellowship, and academics. In fact, many of the original fraternities were scholarship societies. The first fraternity at the college was Gamma Pi, which was established at the campus in 1913. It was followed shortly by Alpha Phi and Iota Sigma. In 1920, the first sorority, Sigma Delta was founded four years after the admission of female students in 1916. The first of fraternities constructing houses in College Park included such examples as Alpha Tau Omega, Alpha Gamma Rho, Theta Chi, and Sigma Phi Sigma (now the Sigma Chi house). In the 1940s and 1960s, such sororities as Kappa Delta, Alpha Chi Omega, Delta Gamma, Delta Phi Epsilon, and Phi Sigma Sigma were constructed in the neighborhood. Many of these same fraternities and sororities continue to occupy the same houses.

*Post-World War II Construction, 1950-1965*

By the end of World War II, enrollment at the University had surpassed 4,000 students. This dramatic increase was attributed to the return of the soldiers, the GI Bill, and the post-war prosperity. Enrollment continued to rise dramatically, with over 11,000 matriculating students by 1954.<sup>21</sup> Once again, the built environment was affected, with an influx of apartment buildings, fraternities, and sororities to house these new students. The apartment buildings of the second quarter of the twentieth century maintained the landscaped plan and architectural detailing of their predecessors. These more modern buildings, however, were larger and provided more housing units to meet the needs of the community. One such apartment complex is the Columbia Manor Apartments located at 4812A-B College Avenue. This two-building complex, rising three stories in height, was constructed in 1961 on property that originally was improved by the mid-nineteenth-century home of Ella Calvert Campbell, and subsequently John O. Johnson. The ornate wood-frame building, with its surrounding outbuildings and landscaped plan, was razed in order to construct the apartments. Apparently, the ultimate demolition of the dwelling was anticipated, as Johnson and Curriden's 1889 plat of College Park illustrated the subdivision of Campbell's property into four narrow building lots.

The development of College Park by the middle of the twentieth century required a solution to the public street issues and other routine problems plaguing the community. To meet the needs of the community, the Town of College Park was incorporated in 1945. The new town, later to become the City of College Park, comprised College Park, Calvert Hills, the University of Maryland, Lakeland, Berwyn, Daniels Park, and Hollywood.<sup>22</sup> Because of the city's all-encompassing name, the original subdivision of College Park eventually became known as Old

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Town College Park. By 1949, all of the streets were paved, storm gutters and sidewalks were laid, and streetlights and signs were installed. Many of the street names were also changed in response to Washington, D.C.'s, alphabetical naming system. Franklin Street became Hartwick Road, Wellesley Avenue became Knox Road, Vassar Avenue became Norwich Road, and Harvard Avenue was changed to Rhode Island Avenue. College Avenue remained the same, as did many of the north/south roads. Route 1 continued to progress as a major commercial artery that supported both the neighborhood of College Park and the University, linking them to transportation routes from Florida to Maine. The automobile also continued to have a major impact on College Park. With the reliance on personal vehicles, passenger service on the B&O Railroad was terminated and the streetcar lines were discontinued in 1958. Bus service remained the only form of public transportation until 1993, when commuter rail service returned in the form of the Metrorail. Located on the Green line of the Metro, the College Park-University of Maryland Station parking lot was built on the site of the former B&O Railroad terminal.<sup>23</sup> The metro stop was located directly across the street from the U.S. Post Office, which had been constructed in 1970. This one-story building, located at 5815 Calvert Road, was the fourth post office in Old Town College Park. This corner lot, on the south side of the street, was the site of the neighborhood's first post office, as noted on the original 1889 plat.

In recognition of the historical and architectural significance of Old Town College Park, a historic preservation association was formed in February 1979. The association, although named the Old Town College Park Preservation Association, was created to promote the preservation of all the suburban neighborhoods comprising the City of College Park. The efforts of the organization have included the survey, documentation, and nomination of a number of several individual properties in Old Town College Park as Prince George's County Historic Sites. Furthermore, the association and many members of the community fought unsuccessfully against the construction of Paint Branch Parkway, which cut through the largely undeveloped lots in the northeastern corner of Old Town College Park. This road, flanked by non-historic university buildings, became the new northeastern boundary for the suburb of College Park.



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Prince George's County Historic Sites

	<u>ID #</u>	<u>Property Name</u>	<u>Property Address</u>
1.	66-21-8	Cory House	4710 College Avenue
2.	66-21-9	Woman's Club	4711 Knox Road
3.	66-21-10	McDonnell House	7400 Dartmouth Avenue
4.	66-21-30	Taliaferro House	7406 Columbia Avenue
5.	66-21-31	Holbrook House	4618 College Avenue

Prince George's County Historic Resources

	<u>ID #</u>	<u>Property Name</u>	<u>Property Address</u>
6.	66-21-11	Harrison Store/Trolley Stop Sweet Shop	4622 College Avenue

<sup>4</sup> Several of these streets were renamed in 1941, and no longer reflect their historic collegiate association.

<sup>5</sup> Harold L. Reem, "The Development of Rail Transportation Systems, Roads, and Streets in College Park, Maryland, circa 1749-1998," Paper prepared for American Civic/History Class 278, April 1, 1998, The George Washington University, pp. 2-3.

<sup>6</sup> Reem, p. 3.

<sup>7</sup> George H. Callcott, *A History of the University of Maryland*. (Baltimore, MD: Maryland Historical Society, 1966), passim.

<sup>8</sup> Washington City Directories, 1889.

<sup>9</sup> Washington City Directories, 1890 and oral history provided by Katharine Bryant (January 2001).

<sup>10</sup> Marina King, "Taliaferro House," Maryland Historic Trust State Historic Sites Inventory Form, # P.G. 66-21-30, April 1992.

<sup>11</sup> Marina King and Susan Pearl, "McDonnell House," Maryland Historic Trust State Historic Sites Inventory Form, # P.G. 66-10, June 1988.

<sup>12</sup> Reem, p. 7.

<sup>13</sup> Heather L. Vaughn, "The History of the University of Maryland at College Park," Paper prepared for American Civic 278, April 1, 1998, The George Washington University, p. 8.

<sup>14</sup> Thomas A. Reinhart, "A History of Utility Services in Calvert Hills and College Park," Paper prepared for American Civic 278, April 1, 1998, The George Washington University, pp. 6-7.

<sup>15</sup> Reinhart, p. 2.

<sup>16</sup> Vaughn, p. 9.

<sup>17</sup> Alan Virta, *Prince George's County: A Pictorial History*. (Virginia Beach, VA: The Donning Company and Alan Virta, 1991 reprint), p. 209.



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<sup>18</sup> Katherine Cole Stevenson and H. Ward Jandl, *Houses by Mail: A Guide to Houses from Sears, Roebuck and Company*, (Washington, D.C.: The Preservation Press, 1986), p. 286.

<sup>19</sup> Howard S. Berger, "St. Andrew's Episcopal Church," Maryland Historic Trust State Historic Sites Inventory Form, # P.G. 66-21-36, June 1993.

<sup>20</sup> Berger, "St. Andrew's Episcopal Church."

<sup>21</sup> Callcott, pp. 338-339.

<sup>22</sup> Reem, p. 12.

<sup>23</sup> Reem, pp. 13-14.

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**OLD TOWN COLLEGE PARK HISTORIC DISTRICT,  
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Verbal Boundary Description

The neighborhood of Old Town College Park, located in Prince George's County, Maryland, is bordered by commercial establishments along Baltimore Avenue (U.S. Route 1) to the west and the B&O Railroad right-of-way to the east. The campus of the University of Maryland at College Park is located to the north and northwest, and the Calvert Hills neighborhood is to the south. The historic district roughly follows Columbia Avenue and the B&O Railroad, Norwich Road and the University of Maryland campus, Yale Avenue, and Calvert Road.

Boundary Justification

The boundaries of the historic district primarily reflect those of the 1889 plat filed by Johnson and Curriden for the Subdivision of College Park. Alterations to the 1889 boundaries were the result of the construction of Paint Branch Parkway in the northeastern corner of the neighborhood in the 1990s. Cutting through the northeastern corner of the 1889 boundaries, the new road was not in the original plat and does not conform to the axis laid out in the original plan. Non-historic and non-contributing resources flank this new road; thus those resources and Paint Branch Parkway were excluded from the historic district boundaries. Further, along the northern border of the historic district, the apartments known as Leonardtown have been excluded because they are non-historic and reflect a modern architectural expression that is not compatible with the historic buildings and structures of Old Town College Park. The design and siting of the buildings, with vehicular accessibility and parking to the north, are visually and physically linked to the campus of the University of Maryland.

The commercial buildings along Baltimore Avenue, along with the non-historic governmental and office structures along Yale Avenue, have been excluded. The Baltimore Avenue buildings, many lacking integrity due to incompatible alterations and additions, reflect commercial development that has evolved with the success and abandonment of this major transportation corridor and the growth of the University of Maryland. The architectural styles, building forms, siting, and uses are distinct and separate from the residential neighborhood envisioned by Johnson and Curriden in 1889, and therefore have been excluded from the historic district. A

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**NATIONAL REGISTER OF HISTORIC PLACES  
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few residential buildings at the southern end of Yale Avenue, on the west side of the road, have been excluded as development is pending and the integrity of these properties will be greatly impacted.

The south side of Calvert Road between Baltimore Avenue and Rhode Island Avenue, platted as additions to College Park and recognized as part of the Calvert Hills neighborhood, has been excluded from the historic district. This block includes a few residential buildings that have been rehabilitated for commercial use, altered historic dwellings, and a large non-historic apartment building. Further, like Yale Avenue, new construction is planned for a portion of this block, particularly at the site of the former College Park Elementary School.

The properties to the east of Rhode Island Avenue, on the south side of Calvert Road, are included within the boundaries of the historic district because the resources are architecturally consistent with those in the platted boundaries of the community. A few of the oldest extant domestic buildings in the historic district are located along this portion of Calvert Road. Calvert Road, which originally crossed over the B&O railroad tracks, was terminated in the late twentieth century to allow for the construction of the College Park metro station and parking lot. The non-contributing parking lot for the metro station is included within the boundaries of the historic district because of its location on the original site of the late-nineteenth-century B&O Railroad College Station stop. This major mode of transportation was one of the factors impacting the platting and subsequent development of College Park and directly relates to the historical significance of the historic district. Similarly, the late-twentieth-century post office on the south side of Calvert Road was included in the historic district boundaries for its association with the late-nineteenth-century post office that existed on this site and is clearly noted on the 1889 plat of College Park.



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OLD TOWN COLLEGE PARK HISTORIC DISTRICT,  
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# DRAFT

**United States Department of the Interior  
National Park Service**

## NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

### 1. Name of Property

Historic name: OLD TOWN COLLEGE PARK HISTORIC DISTRICT

Other names/site number: (MHT File Number PG 66-42)

### 2. Location

Street & Number: Roughly bounded by Baltimore Ave, Calvert Rd, Columbia Ave, and campus of University of Maryland ☐ Not for Publication

City or town: College Park ☐ Vicinity

State: Maryland Code: MD County: Prince George's Code: 033 Zip Code: 20740

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

Maryland Historical Trust

State or Federal agency and bureau

In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

### 4. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.

☐ see continuation sheet

☐ determined eligible for the National Register

☐ see continuation sheet

☐ determined not eligible for the National Register

☐ removed from the National Register

☐ other, (explain:)

Signature of the Keeper

Date of Action

# DRAFT

## OLD TOWN COLLEGE PARK HISTORIC DISTRICT

PRINCE GEORGE'S, MD

Name of Property

County and State

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### 5. Classification

Ownership of Property	Category of Property	No. Resources within Property		
<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Building(s)	Contributing	Noncontributing	
<input checked="" type="checkbox"/> Public-Local	<input checked="" type="checkbox"/> District	184	63	Buildings
<input checked="" type="checkbox"/> Public-State	<input type="checkbox"/> Site	—	1	Sites
<input checked="" type="checkbox"/> Public-Federal	<input type="checkbox"/> Structure	—	—	Structure
	<input type="checkbox"/> Object	—	—	Objects
		184	64	Total
Name of related multiple property listing		Number of contributing		
N/A		Resources previously listed		
		in the National Register 0		

### 6. Function or Use

Historic Functions (enter categories from instructions) Current Functions (enter categories from instructions)

DOMESTIC/Single Dwellings	DOMESTIC/Single Dwellings
DOMESTIC/Multiple Dwellings	DOMESTIC/Multiple Dwellings
DOMESTIC/Secondary Structures	DOMESTIC/Secondary Structures
COMMERCE/TRADE/Business	COMMERCE/TRADE/Business
COMMERCE/TRADE/Specialty Store	COMMERCE/TRADE/Specialty Store
COMMERCE/TRADE/Restaurant	COMMERCE/TRADE/Restaurant
SOCIAL/Meeting Hall	SOCIAL/Meeting Hall
GOVERNMENT/City Hall	GOVERNMENT/City Hall
GOVERNMENT/Post Office	GOVERNMENT/Post Office
GOVERNMENT/Fire Station	EDUCATION/School
EDUCATION/School	RELIGIOUS/Church
RELIGIOUS/Church	

### 7. Description

Architectural Classification (enter categories from instructions)

LATE VICTORIAN/Queen Anne

LATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS/Colonial Revival

LATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS/Classical Revival

LATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS/Tudor Revival

LATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS/Mission/Spanish Colonial Revival

LATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS/Bungalow/Craftsman

LATE 19<sup>th</sup> & 20<sup>th</sup> CENTURY REVIVALS/Gothic Revival

MODERN MOVEMENT/Art Moderne

Materials (enter categories from instructions)

Foundation: Brick; Concrete

Walls: Wood; Weatherboard and Shingle; Asbestos; Brick; Stucco; Synthetics; Vinyl; Metal; Aluminum;

Roof: Asphalt; Asbestos; Slate; Wood

### Narrative Description

Describe the historic and current condition of the property on one or more continuation sheets

☒ See continuation sheet

**DRAFT**

**OLD TOWN COLLEGE PARK HISTORIC DISTRICT**

**PRINCE GEORGE'S, MD**

**Name of Property**

**County and State**

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**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark x in one or more boxes for the criteria qualifying the property for National Register listing.)

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents

the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark x in all the boxes that apply.)

☒ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☒ **G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

☒ See continuation sheet

**Areas of Significance**

(Enter categories from instructions)

ARCHITECTURE

COMMUNITY PLANNING  
& DEVELOPMENT

**Period of Significance**

1889-1950

1935-1965

**Significant Dates**

1850 circa

1889

**Significant Person**

(Complete if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Johnson and Curriden

Henry Wright Cutler

R. Webster Ross

**DRAFT**

**OLD TOWN COLLEGE PARK HISTORIC DISTRICT**

**PRINCE GEORGE'S, MD**

Name of Property

County and State

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**9. Major Bibliographic References**

☒ See continuation sheet

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67)

☐ previously listed in the NR

☐ previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings Survey # \_\_\_\_\_

☐ recorded by Historic American Engineering Record # \_\_\_\_\_

Primary location of add. data:

☒ State SHPO office

☐ Other State agency

☐ Federal agency

☒ Local government

☐ University

☐ Other

Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of property 125-Acres

UTM References

1) /// //////// ////////  
Zone Easting Northing

2) /// //////// ////////  
Zone Easting Northing

☐ See continuation sheet

Verbal Boundary Description

☒ See continuation sheet

Boundary Justification

☒ See continuation sheet

**11. Form Prepared By**

Name/title Laura V. Trieschmann, Jennifer J. Bunting, and Robin J. Weidlich

Organization EHT Traceries, Inc.

Date revised January 2002

Street & Number 1121 5<sup>th</sup> Street, NW

Telephone (202) 393-1199

City or Town Washington

State D.C.

Zip code 20001

**DRAFT**

**OLD TOWN COLLEGE PARK HISTORIC DISTRICT**

**PRINCE GEORGE'S, MD**

**Name of Property**

**County and State**

**Additional Documentation**

Submit the following items with the completed form:

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**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of the SHPO or FPO.)

name See attached list of property owners  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of the Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20503.



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National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
Continuation Sheet**

**OLD TOWN COLLEGE PARK HISTORIC DISTRICT,  
COLLEGE PARK, PRINCE GEORGE'S COUNTY, MARYLAND**

Section number 7 Page 1

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**SUMMARY DESCRIPTION**

The neighborhood of Old Town College Park, located in Prince George's County, Maryland, is composed of thirty-two blocks. It is located eight miles northeast of Washington, D.C., and thirty miles southeast of Baltimore City. The community is bordered by commercial establishments along Baltimore Avenue (U.S. Route 1) to the west and the Baltimore and Ohio Railroad to the east. The main campus of the University of Maryland at College Park is located to the immediate north and northwest, and the subdivision of Calvert Hills is to the south. Forty-foot-wide street rights-of-way that run perpendicular to the rectangular blocks delineate the community. The grid plan, as laid out by developers Johnson and Curriden in 1889, provided thirty-nine blocks divided into sixteen narrow rectangular building lots. The standard lot size was fifty feet by two hundred feet with a limited number of irregular-shaped or -sized parcels. The original plat established College Avenue, running east to west, as the primary corridor. Accordingly, the building lots along this broader avenue were oriented to face north or south, rather than the east or west orientation of the narrower streets. Subsequent development of the blocks, and the establishment of Calvert Hills to the south, forced a re-subdivision of several building lots to face Calvert Road and the newly introduced north/south streets, such as Dickinson Avenue and Girard Street. Commercial development then moved from College Avenue to the highly traveled Baltimore Avenue, with the former becoming residential.

Developed gradually, Old Town College Park retains much of its original grid plan as platted by Johnson and Curriden in 1889. Today, Old Town consists of 248 resources, 184 of which contribute to the historic context of the district. Residential buildings make up most of the neighborhood, with a commercial corridor to the west along Baltimore Avenue. Building uses include single-family, multiple-family, educational housing (fraternities and sororities), religious, commercial, educational, governmental, and social. The aboveground resources date from the 1890s to the last decade of the 20<sup>th</sup> century, with a single resource erected prior to the 1889 platting of the neighborhood. The buildings of College Park, with the exception of the commercial resources along Baltimore Avenue, are generally set back from the tree-lined streets, on lots of varying widths. Most of the residential properties have driveways to the side of the primary resources, several with freestanding garages at the rear. Generally, the commercial resources are set closely along Baltimore Avenue, with vehicular access at the rear of the property and/or directly in front of the buildings.

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**OLD TOWN COLLEGE PARK HISTORIC DISTRICT,**  
**COLLEGE PARK, PRINCE GEORGE'S COUNTY, MARYLAND**

Section number 7 Page 2

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**DETAILED DESCRIPTION**

*Buildings Pre-Dating the 1889 Plat*

Known today as the Old Parish House, a single building stands as a representative of the property's original use as part of the Stier-Calvert family plantation known as Riversdale. This one-story structure, based on historical and physical evidence, appears to have been constructed in the early to middle part of the 19<sup>th</sup> century as an outbuilding (possibly a barn). It was subsequently renovated in 1912 to serve the community of College Park as a church. The modest building, constructed of brick laid in six-course American bond, is covered by a front gable roof clad in asphalt shingles. The one-bay-wide façade, fronting Dartmouth Avenue, originally contained the main entry, which was changed to a window opening in 1957. All of the window openings, including those on the pre-1912 side addition, are segmentally arched with hood lintels. Brick buttresses that extend to the height of the window lintels support the side elevations of the main block. The interior of the main block consists of a single open room, with a kitchen and entry room in the side addition, and bathroom and storage facilities in the rear addition. When the building was renovated to serve as a church in 1912, the west addition was built to form a chancel. Located at 4711 Knox Road, the building was renovated to serve as the Woman's Club in 1957. It was purchased by the City of College Park in 1998 and is available for community meetings and social events.

*Initial Development of College Park, 1889-1900*

The community's developers anticipated the construction of imposing high-style late-19<sup>th</sup>-century domestic buildings, each improving narrow rectangular building lots. Yet, all five of the extant residential buildings dating from the neighborhood's first decade are set on substantially sized lots. This suggests that many of the original property owners, and/or the builders, purchased two or more of the platted building lots in order to locate the fashionably designed dwellings within a more picturesque setting. These houses are located in the eastern half of the neighborhood at 7406 Columbia Avenue (1888), 7507 Dartmouth Avenue (1890), 4710 College Avenue (1891), 7400 Dartmouth Avenue (1896), and 4704 Calvert Road (1898). All of the two-and-a-half-story dwellings are constructed of wood frame on masonry foundations of brick. Four

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**NATIONAL REGISTER OF HISTORIC PLACES  
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**OLD TOWN COLLEGE PARK HISTORIC DISTRICT,  
COLLEGE PARK, PRINCE GEORGE'S COUNTY, MARYLAND**

Section number 7 Page 3

of the buildings are vernacular examples of the Queen Anne style, dating from the Victorian-era. Each building has an irregular square/rectangular form with intersecting gables, projecting bays, wrap-around porches, and asymmetrically placed window and door openings. The dwelling at 7507 Dartmouth Avenue, located on a prominent corner lot, has molded surrounds, 6/6 sash windows, the original narrow weatherboard siding on the first story of the main block, and a side addition on the east elevation that alters the design of the primary facade. The Cory House at 4710 College Avenue has aluminum German siding, fish-scale shingles in the tympanum of the gable ends, multi-light upper sash Queen Anne-style windows with stained and textured glass, paneled Tuscan posts, exposed rafter ends, and an ornately paneled brick chimney with corbeling. Like the preceding example, the building was enlarged by the construction of an addition on the rear of the main block in 1925. The Taliaferro House at 7406 Columbia Avenue presents a wider façade with a canted oriel window at the second story, wrap-around porch with paired columns, molded cornice returns, and 6/2 windows. The building was entirely clad with asbestos shingles in the 1960s. The McDonnell House at 7400 Dartmouth Avenue is prominently located across Knox Road from the Old Parish House. It has a T-shaped plan with a wrap-around porch supported by thin turned posts and square balusters that appear undersized against the imposing scale of the building. The symmetrically placed window openings hold 1/1 sash set within square-edged surrounds and molded lug lintels. The open tympanums of the gable ends are ornamented with fish-scale shingles of wood and raked wood cornices. The intersecting gable roof is clad with square slate tiles and has a boxed cornice. A chicken coop and carriage house enhance the expansive lot, which is landscaped with mature pecan, walnut, spruce, oak, shaggy bark, and chestnut trees. The dwelling at 4704 Calvert Road was designed in the Colonial Revival style, although it is a more restrained interpretation than traditionally exhibited in the 19<sup>th</sup> century. Like its contemporary Queen Anne dwellings, the wood-frame building has a full-width front porch, projecting bays, intersecting gables, and rectangular plan. The window and door fenestration on the façade and side elevations is symmetrical, rather than the asymmetrically placement commonly associated with the Queen Anne style.

*Twentieth Century Growth, 1900-1919*

With the turn of the 20<sup>th</sup> century, development of the College Park residential community continued, albeit gradually. By 1897, thirteen buildings improved the neighborhood, and more than forty-five buildings had been erected by 1920. Twenty-six of those resources dating from

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**OLD TOWN COLLEGE PARK HISTORIC DISTRICT,**  
**COLLEGE PARK, PRINCE GEORGE'S COUNTY, MARYLAND**

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between 1900 and 1919 are extant, including twenty-four dwellings and two commercial resources. The domestic resources, the majority constructed of wood on solid brick foundations, initially followed the architectural influences of the late 19<sup>th</sup> century. Three such examples include the houses at 4620 College Avenue (circa 1900), 7400 Rhode Island Avenue (1900), and 7300 Dartmouth Avenue (1910). These two-and-a-half-story dwellings present the basic square/rectangular form of the more high-style Queen Anne design, with projecting bays and intersecting gable roofs. The stylistic ornamentation has been diluted to molded cornices, overhanging eaves, fish-scale shingles, corbeled brick chimneys, and multi-light transoms (now obscured on all noted examples). With the rise of the Colonial Revival in the 1940s, the building at 7300 Dartmouth Avenue, which originally fronted Calvert Road, was reoriented to Dartmouth Avenue. Accordingly, a Colonial Revival-style entry surround and door were added to the Dartmouth Avenue façade. Furthermore, the first story of the wood-frame structure was reclad with a brick veneer.

The revival of brick as a building material emerged at the turn of the 20<sup>th</sup> century, as illustrated by the dwelling at 7406 Dartmouth Avenue (1910). Square in plan, this Colonial Revival-style building is set on a raised brick foundation with a watertable. It is constructed of brick laid in five-course American bond, which has since been painted. The building has the multi-light upper sash windows indicative of the Queen Anne style. The outdoor living space traditionally provided by wrap-around porches in the late 19<sup>th</sup> century has been reduced to a full-width front porch. Another example of the use of brick as an exterior cladding material is seen on the 1918 Colonial Revival-style dwelling at 7403 Dartmouth Avenue, a wood frame-structure finished in a brick veneer laid in all stretcher bond. The use of a brick veneer, although a new idea in this period, ultimately proved more favorable than masonry construction because of cost.

The dilution of the fashionable architectural styles and simplification of their intricate forms culminated after the turn of the 20<sup>th</sup> century, as illustrated by a number of extant dwellings in College Park. This includes the four Queen Anne derived buildings at 4708 and 4710 Norwich Road (1900), 4707 Calvert Road (1915), and 7513 Girard Street (1900). The wood-frame buildings are set on slightly raised brick foundations with full-width front porches. The forms of these buildings have been simplified to present two-bay-wide, double-pile rectangular plans covered by front-gable roofs. The half-hipped roofs of the front porches are supported by either the turned posts indicative of the Queen Anne style or the square posts and Tuscan columns more



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commonly associated with the Colonial Revival style. The symmetrically fenestrated buildings have side entry doors of wood and glass that lack the multi-light transoms and ornate surrounds of their stylistic predecessors.

The evolution of the late-19<sup>th</sup>-century Colonial Revival style resulted in the building of three-bay-wide buildings, most with center-passage plans and full-width front porches. Rectangular in plan, the five examples noted in College Park are two bays deep with side-gable roofs and end chimneys. One of the largest examples, located at 4802 Calvert Road (circa 1900), is three bays wide with double-leaf entry doors acting as window openings on the first story, and paired double-hung sash on the second story. Tapered Tuscan columns and an undersized balustrade support the expansive porch, which is covered by a half-hipped roof. Diamond-paned sidelights and a Colonial Revival-style entablature surround the primary entry, which is set in the center bay. The 1906 dwelling at 7410 Columbia Avenue is similarly ornamented, although the structure is smaller in scale. It has paired 1/1 windows with molded surrounds and mullions, a front gable dormer with molded cornice returns, slate-tiled, side-gable roof with returns, and a full-width front porch with Tuscan columns and undersized balustrade. The structure has been reclad with aluminum siding.

The house at 4800 College Avenue (1910) is similar in form, complete with paired windows, full-width front porch with Tuscan supports, dormer, and cornice returns. Yet, the emergence of the Craftsman style is evident through the use of the 9/1 windows, tapered posts, casement windows in the dormer, and expansive eaves. The structure has been covered with asbestos shingles and the roof has been reclad with asphalt shingles. The contemporary dwelling at 7511 Girard Street (1900) presents the same form, although the front porch does not extend fully across the façade and the brick chimney is located at the center of the structure. The porch has been enclosed, the building clad with asbestos siding, and the roof covered with asphalt singles.

Another excellent example of the Colonial Revival style in the 20<sup>th</sup> century is the dwelling at 4701 Calvert Road (1911). This building is imposing in size, with a full-height front porch supported by square posts. The wood-frame building is rectangular in form with a central-passage plan. The entry is framed by ten-light sidelights set above recessed panels. The window openings on the first story and above the main entry on the second story have standard-sized 6/6

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sash in pairs. The shallow-hipped roof, which flares out to cover the front porch, has undersized front-gable dormers, a centrally placed cupola, and large interior end brick chimneys.

New building forms and styles were introduced in College Park by the second decade of the 20<sup>th</sup> century, including the bungalow and American foursquare. Three extant examples of bungalows from this period were noted in the neighborhood – 7402 Dickinson Avenue (1918), 7400 Hopkins Avenue (1918), and 4801 Calvert Road (1919). The modest size of this building form was perfectly matched to the narrow rectangular lots originally platted in 1889 by Johnson and Curriden. Influenced by the fashionable Craftsman style, these modest dwellings stand one-and-a-half stories in height on raised foundations. They are constructed of wood frame, with side-gable roofs now clad in asphalt shingles, shed-roof dormers, overhanging eaves, multi-light sash (replaced at 4801 Calvert Road), and inset front porches. Tuscan columns on brick piers support the porches at 4801 Calvert Road and 7402 Dickinson Avenue.

Early 20<sup>th</sup> century examples of the side-entry, four-room plan of the American foursquare were noted a number of times in the community – 7305-7307-7309 Princeton Avenue (1915) and 4708 Calvert Road (1917). The facades of these square structures measure two bays wide with full-width front porches (the porches at 7305 Princeton Avenue and 4708 Calvert Road have been enclosed). The symmetry of the American foursquare façade is contradicted on the side elevations, which is asymmetrically fenestrated to properly illuminate the four-room interior, baths, and stair hall. Dormers with paired window openings pierce the hipped roofs, which are marked by large brick chimneys. The window openings hold 6/1 and 8/1 sashes with square-edged surrounds and louvered shutters. The building at 4708 Calvert Road is augmented by a one-story porte-cochere on the east elevation that is stylistically in keeping with the main block. Three of the examples are believed to have been erected by speculative developers, as the architectural design and form of these adjacent buildings is notably similar – 7305-7307-7309 Princeton Avenue.

The first commercial resources in the neighborhood were located along College Avenue, as envisioned by the developers, Johnson and Curriden. One of the oldest extant examples is 4622 College Avenue (1912). This wood-frame building was erected as a one-story structure, and was enlarged to two-and-a-half stories in the mid-1930s. The building, now clad with asbestos shingles, is three bays wide with symmetrically placed front-gable dormers and a modest



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Colonial Revival-style entry surround. This commercial structure, used as apartments with ground-floor commercial space since its alteration in the 1930s, was erected to augment the 1908 building at 4634 College Avenue. Located at the corner of College Avenue and Rhode Island Avenue, this wood-frame building (also now clad in asbestos shingles) provided commercial space on the first story and rental housing on the upper story. The shallow front-gable roof, finished with a boxed cornice, presents a three-bay-wide primary façade on College Avenue. The elevation has a projecting full-width storefront that originally was an open porch, mimicking those of the neighboring dwellings. The window openings hold 6/6 sash with square-edged surrounds. The three-sided bays of the storefront, now set on a brick base, contain plate glass windows that flank the recessed entry. The opening has been reduced to hold a single wood-and-glass door, as indicated by the five-light sidelight on its eastern side. Although they read as two separate structures, the two commercial buildings have long been considered a single resource because of their construction history and association.

Another commercial example is the wood-frame building at 4513 College Avenue (1919). This early-20<sup>th</sup>-century building was designed to be stylistically compatible with its domestic counterparts. It has a front-gable roof with overhanging bracketed eaves. The three-bay-wide façade, fronting closely to College Avenue, has a central entry flanked by wide multi-light show windows. These windows, which appear to be the result of a subsequent alteration, are presented as projecting window bays. A high-style 20<sup>th</sup> century Colonial Revival surround with fluted Tuscan pilasters, dentil moldings, and flat entablature with molded cornice and bed molding ornately frames the main entry. The spacing of the second story window openings, and the slight step-back between the first and second stories, suggest the two-story building was originally one story in height.

*Period of Greatest Development, 1920-1949*

The emergence of the automobile, success of the streetcar, and growth of Washington, D.C., stimulated residential and commercial construction in the neighborhood of College Park. Beginning in the 1920s, College Park experienced its first great period of development, resulting in the construction of over fifty buildings in just ten years. Forty-six of those resources are extant, including forty-two dwellings, three commercial resources, and a fire station. In the 1930s, the number of improved properties increased substantially with another fifty new

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buildings constructed on previously unimproved lots. This was followed by the construction of over thirty new buildings in the 1940s.

At that time, the residential buildings generally occupied a single narrow lot, set back from the street with a drive extending to the freestanding garage at the rear of the property. Stylistically, 20<sup>th</sup>-century Colonial Revival-, Craftsman-, and Tudor Revival-styled buildings dominated. In form, the American foursquare, bungalow, and two-story/side gable Colonial Revival continued to be popular. The majority of the dwellings were constructed of wood frame clad with weatherboard siding, wood shingles, asbestos shingles, or a brick veneer. Several have been reclad with aluminum or vinyl siding. The use of rock-faced concrete blocks for foundations, piers, and supports appeared during this period. First introduced in 1900, rock-faced concrete block was one of the most popular building materials utilized throughout the United States until the mid-1930s. Noted illustrations include 4615 Knox Road (1922), 4506 Hartwick Road (1922), 7306 Yale Avenue (1926), 7512 Princeton Avenue (1930), and 7302 Rhode Island Avenue (1932).

By the second decade of the 20<sup>th</sup> century, the increasing need for mass-produced, low cost housing led to the reinvention of the "Cape Cod" form, based on early 18<sup>th</sup> century forms. The form is one- to one-and-a-half stories in height with a side-gable roof and a single end chimney. Unlike its 18<sup>th</sup>-century predecessor, the 20<sup>th</sup>-century Cape Cod house was illuminated with dormers that allowed the upper story to be more fully utilized. The facades were commonly marked with entry porticoes or porches. Rear additions and projecting bays on the facade augmented the form. The majority of the Cape Cods erected during this period were wood frame construction, clad in a brick veneer or asbestos shingles. A single example of a stone-veneered dwelling was noted at 7506 Hopkins Avenue (1935). Of the twenty-five Cape Cods identified, the decorative details were generally based on the Colonial Revival style, although elements characteristic of the Tudor Revival style were also noted. Excellent examples of the modest form can be seen at 7303 Dartmouth Avenue (1931), 7504 Hopkins Avenue (1935), 7310 Dickinson Avenue (1938), 7507 Hopkins Avenue (1947), and 4603 Knox Road (1947). Interestingly, of the examples recorded, only one dates from the 1920s (4608 Hartwick Road, 1920), with the remainder constructed in the 1930s and 1940s.

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Large Colonial Revival-style buildings indicative of the second quarter of the 20<sup>th</sup> century were noted several times along College and Dartmouth Avenues. Rectangular in form, these buildings are two stories in height with a central-passage plan, augmented by subsidiary wings. Examples include the dwellings at 7401 Dartmouth Avenue, 4804 College Avenue, 4615 College Avenue, and 4616 College Avenue to name a few. These four buildings are similarly ornamented with projecting entry porticoes, transoms, one-story wings, and windows that range from single to triple openings. A shallow-pitched, hipped roof with hipped dormers and expansive overhanging eaves covers the wood-frame building at 4616 College Avenue (1922). The more modest dwelling at 4615 College Avenue (1923) has paired 6/1 windows, a steeply pitched side-gable roof with wide eaves, and a rock-faced stone foundation. The use of the rock-faced foundation and lack of sidelights suggest this building was intended to house middle-class residents rather than the upper-middle-class owners, like those of the brick Lowell House at 7401 Dartmouth Avenue (1924). This large 20<sup>th</sup>-century Colonial Revival-style building is constructed of brick with a two-story brick wing and one-story porte-cochere. It has a front gable portico with enclosed tympanum, returns, and paired Tuscan posts. The building is rectangular in shape and measures five bays wide with a central entry and single 6/6 windows. The wing has four multi-light windows per story. The wood-frame dwelling at 4804 College Avenue (1935), retaining its original square-butt wood shingle cladding, has a shallow-pitched side-gable roof of slate tiles, exterior end brick chimney, and a three-bay-wide façade augmented by side additions that imitate the three-part-plan of the Georgian style. The central entry is framed by an oversized classically inspired surround with Tuscan pilasters, wide frieze, modillions, and enclosed tympanum with narrow raked cornice. Wide 8/8 window openings with square-edged surrounds and louvered shutters flank the entry. The second story has symmetrically placed standard-sized 6/6 windows with details similar to those on the first story.

Variations to the traditional 20<sup>th</sup>-century Colonial Revival form are seen at 7503 Dartmouth Avenue (1922), 4601 Knox Road (1927), and 4600 Hartwick Road (1932). These two-story buildings are covered with imposing gambrel roofs typical of the Dutch Colonial Revival. Hiding the upper story of the structure, the roofs are pierced by large shed-roof dormers that extend nearly the full width of the facades. They are punctuated by paired standard-sized window openings, grouped in sets of two and three. A front gable, set within the main roof, caps the primary entry openings of these two dwellings, while the house at 7503 Dartmouth Avenue has a projecting front gable portico that extends from below the roof.

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Similarity in the building forms, materials, siting, and designs suggest groups of resources were constructed as speculative housing by local developers, builders, or architects. This is clearly demonstrated by the six modest brick dwellings at 4602 Hartwick Road, 7308-7310 Hopkins Avenue, and 7305-7307-7309 Dickinson Avenue. Dating from 1935, these houses are nearly identical in scale, form, massing, and material. They are one-and-a-half stories in height on brick foundations and are constructed of brick laid in six-course American bond (several examples are painted). The varying openings hold metal casement windows, several framed by glass-block. The L-shaped forms, suggesting three-room plans in the main blocks, are covered by cross gable or hipped roofs. The single-leaf entries are sheltered by shed roofs on wrought-iron posts or are enclosed within projecting brick bays. The relationship of these five buildings is further demonstrated by the scalloped motif that encircles each structure at the cornice line. A similar association is made between the three dwellings at 4707-4709-4711 Columbia Avenue (1946). These two-story dwellings, covered by side-gable roofs, have six-course American bond brick on the first story and a rough textured stucco finish on the second story. The central entries are asymmetrically placed on the two-bay-wide façades.

Diversity in form and the introduction of other fashionable architectural styles and materials were noted on buildings dating from the second quarter of the 20<sup>th</sup> century. This includes the twin dwelling at 4505 Knox Road (1935) and the brick building at 7305 Yale Avenue (1933). Worthy of mention is the Holbrook House at 4618 College Avenue. Built in 1927, the stucco-clad wood frame dwelling is a mail-order house designed by the Sears, Roebuck and Company (Alhambra model). The two-story building is illustrative of the popular Mission style with elements such as stepped parapets, casement sidelights, deeply recessed boxed eaves, projecting bays, casement windows of varying sizes, entry porch, and stucco cladding. The interior details provided by the mail-order company include oak moldings, oak newel post, and brick mantel.

Equally of note are the Columbia Apartments at 7405 Columbia Avenue (1925). This modest wood-frame building, measuring five bays wide and three bays deep, is a significant example of a multi-family dwelling. The building form is not only the first multiple-family dwelling in the community, but also unique in Prince George's County. Elmore Power, a builder and real estate developer who lived in the neighborhood, was responsible for the construction of this building. The structure, as indicated by the fenestration on the façade, was designed to house four



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apartments. It has a full-width front porch supported by Tuscan columns. A diminutive mansard roof with a boxed cornice covers the vinyl-sided building, which was original clad in wood German siding.<sup>i</sup>

In the second quarter of the 20<sup>th</sup> century, low-rise garden apartments began to be constructed throughout the Washington, D.C. area. The first noted example of this domestic building form in College Park is University Garden Apartments at 4620-4626 Knox Road (1947). Comprised of two U-shaped buildings with a spacious center courtyard, the plan of the complex is indicative of innovative garden city planning ideal for low-density super block development. Typically, this building type was intended for low- and middle-income renters, but presented a housing alternative for university students living in College Park. The buildings are constructed of brick on a metal frame, and covered by hipped roofs. They stand three stories in height on four narrow building lots at the corner of Knox Road and Rhode Island Avenue. Renovated in the 1980s, the building now has metal-frame replacement windows. A building of similar detailing and form stands at 7404 Columbia Avenue (1957), although it is a single structure not indicative of the garden apartment complexes.

The Art Moderne apartment building at 7201 Princeton Avenue was constructed in 1948. It has a square plan, rising three stories in height with a flat roof. A rectangular, two-story opening set over the main entry offsets the symmetry of the façade. This opening is filled with glass blocks that curve inward towards the entry and serve as sidelights. Horizontality is emphasized by the flat metal roof over the entry and the projecting brick sills of the metal casement windows. The building is set back from the street, surrounded by a landscaped yard with parking and walkways much like those of the garden apartment complexes.

By the late 1930s, the growth of the University of Maryland began to have a more direct effect on the architectural character of Old Town College Park by introducing alternate domestic building types presented in a grander scale. This included the construction of housing specifically for use by fraternal organizations. Of the nearly fifteen structures existing by 1939, nine are extant, including 7511 Princeton Avenue, 4607 Knox Road, 4517 College Avenue, 4603 College Avenue, and 7407 Princeton Avenue. At least three other fraternities were constructed in the 1940s. Stylistically, as seen at 4517 College Avenue (circa 1930) and 4610 College Avenue (circa 1940), the buildings reflected the fashionable architectural interpretations of the

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period. The buildings were grander and more imposing in scale and form and generally occupied three or more of the original narrow building lots. Like the garden apartments, the fraternity buildings were surrounded by landscaped yards with connecting walkways and parking at the rear.

The religious and educational needs of the growing community were addressed in the 1930s, when St. Andrew's Episcopal Church and College Park Elementary School were erected. The Episcopal Church at 4512 College Avenue was constructed in 1930 and enlarged in 1954 and 1968, encompassing twelve narrow lots. Washington, D.C.-based architect Howard Wright Cutler (1885-1948) designed the Gothic Revival-style building, which was erected by the construction firm of T.T. Taylor Company. It was the first purpose-built religious/educational building erected in the community. The church is constructed of random-laid ashlar fieldstone, with a cruciform plan. It is covered by a steeply pitched, cross-gable roof, clad in slate tiles. The main elevation of the building, which is set back from the street, is dominated by a large square-plan crenellated bell tower, lancet arches, and a loggia. The additions, found on the east side of the church, include the parish house and one-and-a-half-story wing. The freestanding rectory was constructed in 1935 at 4508 College Avenue. This two-and-a-half-story building, clad in ashlar fieldstone and brick, has a rectangular plan. The materials utilized in the construction of the rectory are compatible with those of the adjacent church, although the architectural statement is more Tudor Revival than Gothic Revival. Designed by architect R. Webster Ross, the rectory has triple casement windows of metal, diamond-pane leaded glass, and pointed arch gables on the side elevations.

The College Park Elementary School, located on the south side of the street at 4601 Calvert Road, was constructed in 1938. This two-story brick building is set on a raised brick foundation. The three-bay-wide Classical Revival-style pediment shelters the main entry on the north elevation. This pediment has large square Tuscan columns of brick with granite bases and capitals of wood. The columns support the imposing entablature, replete with dentil molding, boxed cornice, paneled soffitt, and blind oculus at the center of the tympanum. The building has blind windows of stone flanking the pedimented entry, which is accessible from the brick and concrete steps. The main block of the structure is finished by a boxed cornice with dentil molding, cornice returns, round windows, molded surrounds, and a side-gable roof clad in asphalt shingles. To the east of the school, a non-contributing building, standing one story in



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height with a side-gable roof and brick cladding, was constructed for city government use in the 1980s.

The commercial resources of this period of growth reflect the evolution of Baltimore Avenue as a major transportation corridor, and the subsequent shift from College Avenue as a commercial thoroughfare. However, commercial structures continued to be constructed along College Avenue, within the westernmost block that intersected Baltimore Avenue. The one-story College Park Shopping Center at 7415-7423 Baltimore Avenue (1924) reflects the transformation of Baltimore Avenue. This shopping center, with parking at the front, has five storefront bays along Baltimore Avenue and two without entries on College Avenue. A corner storefront entry is located at this prominent intersection. Fluted Tuscan pilasters with Egyptian-inspired ornamentation accentuate each storefront. Each bay is composed of plate glass storefront windows with aluminum surrounds and a single entry door of glass and metal. A green marble veneer is located below the storefront windows. Concrete parapets with floral-inscribed panels obscure the flat roof of the horizontally massed structure. Alterations that individualize each of the storefronts include replacement of the marble veneer with brick, creation of projecting or recessing entries and show windows, and subdivision of stores for multiple tenants.

Set close to the street, the low-rise commercial buildings were all of masonry construction, with flat roofs. Stylistically, these buildings introduced modern architectural styles to the community, including the fashionable Art Moderne. The best example of the Art Moderne style is displayed at the two-story restaurant at 7325 Baltimore Avenue (1940). Constructed of yellow bricks, the rectangular structure has rounded corners, glass-block windows, a smooth wall finish, and horizontality further emphasized by the flat roof and applied blue stringcourses. The contemporary commercial building at 7215 Baltimore Avenue (1940), erected as an auto showroom, has rounded corners, a flat roof, and ribbon windows. Although now concealed by a wood addition, the brick building at 7323 Baltimore Avenue (1924) was also constructed as an auto showroom.

One of the most recognizable commercial buildings in Old Town College Park is the Little Tavern at 7413 Baltimore Avenue, constructed in 1941. As illustrated at the Little Tavern in College Park, the buildings constructed by the restaurant company are easily recognizable by

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their steeply pitched side-gable roof; shed-roof dormer; hooded entry; white metal panels that clad the tiny one-room restaurant; and its characteristic green accents. A secondary structure, running perpendicular to the roofline of the body of the restaurant, was generally constructed for additional seating and mechanical space behind the restaurant. Unlike the main block of the restaurant, the form of the rear structure was not duplicated exactly at each location. It did, however, retained the image of Little Tavern through materials, including the white metal panels and green accents.

The one-story volunteer firehouse at 4813 Calvert Road was opened on August 1926 to serve the growing community of College Park. This masonry building, now clad in siding, presents a front-gable façade with a rectangular form. Today, a brick veneer with a Mission-style parapet overshadows this elevation. A single six-paneled wood door with a wide storefront window has replaced the original opening used by the fire truck. The side elevations of the building are punctuated by three single double-hung windows, sheltered by the overhang of the roof. Despite two subsequent alterations, the building proved too small for the activities of the fire department, and is currently vacant.

*Post-World War II Construction, 1950-1965*

Post-World War II construction, although limited, brought another generation of houses and architectural expressions to the neighborhood. Architectural styles became more diluted as ornamentation was expressed through building materials such as form-stone, brick veneer, aluminum and vinyl siding, vertical board siding, and asphalt shingles, all materials for the most part post-war inventions. This is illustrated at 7511 Dickinson Avenue (1953), 7510-7512 Girard Street (1959), and 4803 Calvert Road (1963), for example. These rectangular structures mimicked the simple box-like form of the Cape Cod and bungalow, but were stretched to create a longer structure under a shallower roofline. Those buildings with side-gable roofs, descendants of the Cape Cod, stood one story in height and no longer had dormers. One example from this period presents a gambrel roof illuminated by dormers - 4801 College Avenue (1952).

The role of the university in the neighborhood was particularly noticeable in 1963, when a group of seven sorority buildings were constructed on an essentially unimproved block bounded by Knox Road, Princeton Avenue, College Avenue, and Yale Avenue (a single dwelling was razed

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at the corner of College and Princeton Avenues). Like a garden-apartment complex, the rectangular buildings front the street, with a common landscaped courtyard and parking at the center of the block. Clad in brick facing, the two-and-a-half-story buildings have varying roof types including side gable, gambrel, and hipped. The entry porticoes, gable and hipped dormers with double-hung sash, and large window openings balance the symmetry of the facades. Today, Old Town College Park includes more than thirty University-related buildings that serve as student housing, including fraternities, sororities, and apartments.

Private multi-family buildings erected in the middle of the 20<sup>th</sup> century were stylistically restricted by comparison to the university housing, but equaled them in scale and massing. Typically clad in brick, the apartment buildings were set back from the street with landscaped yards and paved walkways. The buildings ranged in height from two stories to three-and-a-half stories. The complex at 4812A-B College Avenue (1961) is one example. Detailing, commonly associated with the Colonial Revival and Art Moderne, was reduced to brick quoins, brick bonding, overhanging eaves, granite or corbeled brick string courses, and entry surrounds. Examples include 7302 Yale Avenue (1953), 4604 Knox Road (1959), and 7510 Hopkins Avenue (1962).

Government facilities from this period include the modern brick-clad City Hall at 4500 Knox Street (1957) and the police station at 7505 Yale Avenue (ca. 1960). Stylistically, these two buildings represent the dawn of modernism with their intentional asymmetry and use of varying materials. They do conform to the community in their siting, massing, and scale, however.

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*Late Twentieth Century Improvements, 1966-2000*

Construction in Old Town College Park declined in the last decades of the 20<sup>th</sup> century, resulting in the construction of less than forty buildings between 1966 and 2000. A survey of historic maps of the neighborhood indicate most of the new construction during this period was located on previously unimproved building lots, or lots that had been subdivided. New construction included dwellings, apartments, commercial buildings, a gas station, and offices. By 1990, only single-family residential buildings were added to the neighborhood.

These modern buildings maintained the forms, materials, and styles utilized early in the history of the neighborhood. The domestic forms included the Cape Cod, split-foyer, ranch, front gable, and two-story/side gable dwellings. Newer buildings incorporated traditional building materials, including brick veneers, aluminum and vinyl sidings, asphalt shingles, and metal cladding. Examples include 4803 Norwich Road (1971), 4702 College Avenue (1978), 4612 Calvert Road (1989), and 4701 College Avenue (1998). Speculative housing occurred during this period with the building of nearly identical split-foyer houses at 7523-7525-7527-7529 Rhode Island Avenue (1981-1982). The evolving role of the automobile further manifested itself in the 1960s, when the traditionally freestanding garage became part of the house. Garages within the main block are evident at 7402-7404 Dartmouth Avenue (1980-1981), 7509 Girard Street (1981), and 7508 Dartmouth Avenue (1987).

The most modernistic apartment building dating from this period is 7304 Dickinson Avenue (1966), which is faced in blond brick with a pierced red brick wall obscuring the metal stair at the center of the building. The awning/fixed window openings emphasize verticality with their white surrounds and connecting vertical panels. Other apartment buildings dating from this period include 4804 Calvert Road (1980), 4611 Calvert Road (circa 1980), 7402 Columbia Avenue (1981), and 7310 Columbia Avenue (1985). Furthermore, several of the larger single family dwellings were renovated to serve as apartments, or to provide rooms for rent. In the 1990s, a number of freestanding structures with multiple housing units were designed to approximate the appearance of their single-family counterparts. These buildings are located along College Avenue, east of Rhode Island Avenue.

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Offices and government facilities, building types not traditionally found in the neighborhood prior to 1958, employed many of the same building materials in an effort to be compatible with the existing buildings. This is seen at the one-story storefront at 7401-7405 Baltimore Avenue (1970), the United States Post Office at 4815 Calvert Road (1970), the row of brick-clad offices at 7305-7309 Baltimore Avenue (1988), and the office and commercial building at 4511 Knox Road (1985).

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<sup>i</sup> Local history contends the building was erected in the middle part of the 19<sup>th</sup> century on Calvert Road and was moved to its present location in 1925.



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7215	Baltimore Avenue	Commercial	1940	1	Brick	Commercial	Flat	C	
7301-7303	Baltimore Avenue	Commercial	Ca. 1935	2	Brick Veneer	Commercial	Flat	C	
7313	Baltimore Avenue	Commercial Service Station	1982	NA	Metal Posts of Canopy	Commercial	Flat	NC	
7315-7319	Baltimore Avenue	Commercial Art Deco	1924	2	Brick Veneer	Commercial	Flat	C	
7323	Baltimore Avenue	Commercial	1927	1	Brick	Commercial	Flat	NC	D,F,W,M,S
7325	Baltimore Avenue	Commercial Art Modern	1929	2	Brick Veneer	Commercial	Flat	C	
7401-7405	Baltimore Avenue	Commercial	1970	1	Brick Veneer	Commercial	Flat	NC	
7409-7411	Baltimore Avenue	Commercial	1960	1	Brick Veneer	Commercial	Flat	NC	
7413	Baltimore Avenue	Commercial	1941	1	Metal	Commercial	Gable, Side	C	
7415-7423	Baltimore Avenue	Commercial Art Deco	1924	1	Concrete	Commercial	Flat	C	
4507	Calvert Road	Colonial Revival	1939	1	Brick	Domestic	Gable, Side	C	
4509	Calvert Road	Craftsman	Ca. 1930	1.5	Stucco	Domestic	Gable, Side	C	
4601	Calvert Road	Colonial Revival	1938	1.5	Brick	Education/School	Gable, Side	C	
4601 A	Calvert Road	Other	Ca. 1980	1	Brick	Government Offices	Gable, Side	NC	

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4602	Calvert Road	Craftsman Bungalow	1920	1.5	Asbestos Shingle	Domestic	Gable, Side	C	
4603	Calvert Road	Colonial Revival	1937	2	Brick	Commercial	Gable, Side	C	
4604	Calvert Road	Colonial Revival	1936	2	Brick	Domestic	Gable, Front	C	
4605	Calvert Road	Colonial Revival	1915	2	Stucco	Domestic	Hipped	C	
4606	Calvert Road	Craftsman Cottage	1925	1.5	Weatherboard	Domestic	Gable, Side	C	
4606.5	Calvert Road	Colonial Revival	Ca. 1945	1.5	Brick	Domestic	Gable, Side	C	
4607	Calvert Road	Modern Colonial Revival	1910	1.5	Brick Veneer	Domestic	Gable, Side	C	
4608	Calvert Road	Colonial Revival	1940	2	Brick Veneer/ Aluminum Siding	Domestic	Gable, Side	C	
4610	Calvert Road	Colonial Revival, Cape Cod	1936	1.5	Brick	Domestic	Gable, Side	C	
4611-4613	Calvert Road	Other	Ca. 1980	3.5	Brick Veneer	Apartments	Flat	NC	
4612	Calvert Road	Colonial Revival	1989	2	Aluminum Siding	Domestic	Gable, Side	NC	
4701	Calvert Road	Colonial Revival	1911	2.5	Weatherboard	Domestic	Hipped	C	
4704	Calvert Road	Queen Anne	1898	2.5	Wood Shingle	Domestic	Gable, Center	C	
4707	Calvert Road	Queen Anne	1915	2.5	Asbestos Shingle	Domestic	Gable, Front	C	
4708	Calvert Road	Colonial Revival	1917	2.5	Wood Shingle	Domestic	Hipped	C	

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Address	Street	Style/Form	Date <sup>ii</sup>	Stories	Wall Treatment	Current Bldg Use	Roof Shape	District Status <sup>iii</sup>	Integrity <sup>iv</sup>
4800	Calvert Road	Colonial Revival	1925	2	Brick	Domestic	Gable, Side	C	
4801	Calvert Road	Craftsman Bungalow	1919	1.5	Vinyl Siding	Domestic	Gable, Side	C	
4802	Calvert Road	Colonial Revival	Ca. 1900	2.5	Stucco	Domestic	Pyramidal	C	
4803	Calvert Road	Ranch	1963	1	Aluminum Siding	Domestic	Gable, Side	NC	
4804	Calvert Road	Other	Ca. 1980	2	Brick Veneer	Apartments	Mansard	NC	
4805	Calvert Road	Craftsman Cottage	Ca. 1935	1	Asphalt Shingle	Domestic	Gable, Side	C	
4809	Calvert Road	Craftsman Cottage	Ca. 1935	1.5	Vinyl Siding	Domestic	Gable, Side	C	
4810	Calvert Road at Columbia Avenue	NA	1993/2000	NA	NA	Metro Station	NA	NC	
4811	Calvert Road	Colonial Revival, Cape Cod	Ca. 1940	1.5	Brick Veneer	Domestic	Gable, Side	C	
4813	Calvert Road	Other	1926	1	Brick Veneer, Facade	Former Fire Station	Gable, Front Parapet	C	
4815	Calvert Road	Other	1970	1	Brick Veneer	Post Office	Flat	NC	
4500	College Avenue	Commercial	Ca. 1940	2	Brick Veneer	Commercial	Flat	NC	D,M,F,S
4505-4507	College Avenue	Commercial	1933	1	Brick	Commercial	Flat	C	
4509-4509A	College Avenue	Commercial	Ca. 1930	1	Brick	Commercial	Flat	C	
4508	College Avenue	Tudor Revival	Ca. 1935	2	Stone	Domestic/Religious	Gable, Side	C	

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Address	Street	Style/Form	Date <sup>ii</sup>	Stories	Wall Treatment	Current Bldg Use	Roof Shape	District Status <sup>iii</sup>	Integrity <sup>iv</sup>
4511	College Avenue	Commercial	Ca. 1930	1	Brick	Commercial	Flat	C	
4512	College Avenue	Gothic Revival	1930 1954 1968	1.5	Stone	Church	Gable, Side	C	
4513	College Avenue	Colonial Revival	1918	2.5	Weatherboard	Commercial	Gable, Front	C	
4517	College Avenue	Colonial Revival	Ca. 1935	2	Brick Veneer	Domestic	Gable, Side	C	
4525	College Avenue	Colonial Revival	1963	2.5	Brick Veneer	University-related Housing	Hipped	C	
4531	College Avenue	Colonial Revival	1963	2.5	Brick Veneer	University-related Housing	Gable, Side	C	
4535	College Avenue	Colonial Revival	1963	2.5	Brick Veneer	University-related Housing	Gable, Side	C	
4603	College Avenue	Colonial Revival	Ca. 1935	2.5	Brick Veneer	University-related Housing	Gable, Side	C	
4604	College Avenue	Colonial Revival	Ca. 1935	2.5	Brick Veneer	University-related Housing	Hipped	C	
4605	College Avenue	Colonial Revival	Ca. 1935	2.5	Brick Veneer	University-related Housing	Gable, Side	C	

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4607	College Avenue	Craftsman Bungalow	1925	1.5	Weatherboard	Domestic	Gable, Side	C	
4609	College Avenue	Colonial Revival, Foursquare	1908	2.5	Aluminum Siding	Domestic	Pyramidal	C	
4610	College Avenue	Tudor Revival	1940	2.5	Brick	University-related Housing	Hipped	C	
4611	College Avenue	Colonial Revival	Ca. 1930	2.5	Brick	University-related Housing	Gable, Side	C	
4612	College Avenue	Colonial Revival	Ca. 1930	2	Brick Veneer	Apartments	Gable, Side	C	
4613	College Avenue	Colonial Revival	1919	2.5	Aluminum Siding	Domestic	Pyramidal	C	
4615	College Avenue	Colonial Revival	1931	2.5	Vinyl Siding	Domestic	Gable, Side	C	
4616	College Avenue	Colonial Revival	1922	2.5	Aluminum Siding	Domestic	Pyramidal	C	
4617	College Avenue	Colonial Revival	1923	2.5	Vinyl Siding	Domestic	Gable, Side	C	
4618	College Avenue	Colonial Revival, Spanish	1927	2.5	Stucco	Domestic	Pyramidal	C	
4620	College Avenue	Queen Anne	Ca. 1900	1.5	Asbestos Shingles	Domestic	Pyramidal	C	
4622-4624	College Avenue	Colonial Revival	1908/1912	2.5	Asbestos Shingles	Commercial/ Apartments	Gable, Side/Front	C	
4701	College Avenue	Modern/ Colonial Revival	1998	2	Vinyl Siding	Domestic	Gable, Front	NC	

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4702	College Avenue	Modern/ Colonial Revival/ Split Level	1979	2	Brick Veneer	Domestic	Gable, Side /False Mansard	NC	
4703	College Avenue	Modern/ Colonial Revival	1998	2	Vinyl Siding	Domestic	Gable, Side	NC	
4705	College Avenue	Modern/ Colonial Revival	1997	2.5	Vinyl Siding	Domestic	Gable, Front	NC	
4706	College Avenue	Modern/ Colonial Revival	1979	2	Brick Veneer	Domestic	Gable, Side	NC	
4707	College Avenue	Modern/ Colonial Revival	1997	2	Vinyl Siding	Domestic	Gable, Side	NC	
4709	College Avenue	Modern/ Colonial Revival	1995	2	Vinyl Siding	Domestic	Gable, Side	NC	
4710	College Avenue	Queen Anne	1891	2.5	Aluminum Siding	Domestic	Gable, Cross	C	
4800	College Avenue	Colonial Revival	1910	2.5	Asbestos Shingle	Domestic	Gable, Side	C	
4801	College Avenue	Dutch Colonial Revival	1952	1.5	Brick Veneer	Domestic	Gambrel	NC	
4804	College Avenue	Colonial Revival	1938	2	Wood Shingle	Domestic	Gable, Side	C	
4805	College Avenue	Colonial Revival	1923	2.5	Vinyl Siding	Domestic	Gable, Side	C	
4806	College Avenue	Colonial Revival	1955	1	Brick Veneer	Domestic	Gable, Side	NC	
4808	College Avenue	Ranch	1962	1	Vinyl Siding	Domestic	Gable, Side	NC	
4812 A	College Avenue	Other	1961	3.5	Brick	Apartments	Hipped	NC	

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4812 B	College Avenue	Other	1961	3.5	Brick	Apartments	Hipped	NC	
7310	Columbia Avenue	Modern/ Colonial Revival	1985	3	Brick Veneer	Apartments	Gable, Side	NC	
7400	Columbia Avenue	Modern/ Colonial Revival	1990	2	Vinyl Siding	Domestic	Gable, Front	NC	
7402	Columbia Avenue	Other	1981	2	Vertical Board	Apartments	Gable, Side	NC	
7403	Columbia Avenue	Colonial Revival	Ca. 1935	2	Brick Veneer	Domestic	Gable, Side	C	
7404	Columbia Avenue	Other	1957	2	Brick	Apartments	Gable on Hip	NC	
7405	Columbia Avenue	Colonial Revival	1850ca/ moved 1925	2	Aluminum Siding	Domestic	Mansard	C	
7406	Columbia Avenue	Queen Anne	1888	2.5	Asbestos Shingles	Domestic	Gable, Front	C	
7407	Columbia Avenue	Colonial Revival	1946	2	Brick/Stucco	Domestic	Gable, Side	C	
7409	Columbia Avenue	Colonial Revival	1946	2	Brick/Stucco	Domestic	Gable, Side	C	
7410	Columbia Avenue	Colonial Revival	1906	2.5	Vinyl Siding	Domestic	Gable, Side	C	
7411	Columbia Avenue	Colonial Revival	1946	2	Brick/Stucco	Domestic	Gable, Side	C	
7508	Columbia Avenue	Colonial Revival Cottage	1938	1	Asbestos Shingle	Domestic	Gable, Side	C	
7510	Columbia Avenue	Colonial Revival Cottage	Ca. 1935	1	Asbestos Shingle	Domestic	Gable, Front	C	
7300	Dartmouth Avenue	Colonial Revival	1910	1.5	Brick Veneer	Domestic	Gambrel	C	
7303	Dartmouth Avenue	Colonial Revival Cape Cod	1935	1.5	Brick Veneer	Domestic	Gable, Side	C	

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Address	Street	Style/Form	Date <sup>ii</sup>	Stories	Wall Treatment	Current Bldg Use	Roof Shape	District Status <sup>iii</sup>	Integrity <sup>iv</sup>
7400	Dartmouth Avenue	Queen Anne	1896/ 1901	2.5	Weatherboard	Domestic	Gable, Center	C	
7401	Dartmouth Avenue	Colonial Revival	1926	2	Brick	Domestic	Gable, Side	C	
7402	Dartmouth Avenue	Ranch	1981	2	Brick Veneer	Domestic	Gable, Side	NC	
7403	Dartmouth Avenue	Colonial Revival	1918	2.5	Brick Veneer	Domestic	Gable, Side	C	
7404	Dartmouth Avenue	Split Level	1980	2	Brick Veneer/ Aluminum Siding	Domestic	Gable, Side	NC	
7405	Dartmouth Avenue	Ranch	1949	1	Brick Veneer	Domestic	Gable, Side	C	
7406	Dartmouth Avenue	Colonial Revival	1910	2.5	Brick	Domestic	Gable, Side	C	
7503	Dartmouth Avenue	Colonial Revival	1922	1.5	Weatherboard	Domestic	Gambrel	C	
7505	Dartmouth Avenue	Craftsman Bungalow	1922	1.5	Asphalt Shingle	Domestic	Gable, Side	C	
7507	Dartmouth Avenue	Queen Anne	1890	2	Aluminum Siding	Domestic	Multi-Gable, Front	C	D
7508	Dartmouth Avenue	Split Level	1987	1.5	Vinyl Siding	Domestic	Gable, Side	NC	
7302	Dickinson Avenue	Colonial Revival Cape Cod	Ca. 1940	1.5	Asbestos Shingle	Domestic	Gable, Side	C	
7303	Dickinson Avenue	Colonial Revival	1940	1.5	Aluminum Siding	Domestic	Gable, Front	C	
7304	Dickinson Avenue	Other	1966	2	Brick Veneer	Apartments	Flat	NC	
7305	Dickinson Avenue	Colonial Revival	Ca. 1935	1.5	Brick	Domestic	Gable, Cross	C	
7307	Dickinson Avenue	Colonial Revival	Ca. 1935	1	Brick	Domestic	Gable, Cross	C	
7309	Dickinson Avenue	Colonial Revival	Ca. 1935	1.5	Brick	Domestic	Gable, Cross	C	

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7310	Dickinson Avenue	Colonial Revival Cape Cod	1938	1.5	Brick	Domestic	Gable, Side	C	
7402	Dickinson Avenue	Craftsman Bungalow	1918	1.5	Vinyl Siding	Domestic	Gable, Side	C	
7404	Dickinson Avenue	Modern/ Colonial Revival Split Level	1996	2	Brick Veneer/ Vinyl Siding	Domestic	Gable, Side	NC	
7405	Dickinson Avenue	Colonial Revival	1922	2	Aluminum Siding	Domestic	Gable, Side	C	
7406	Dickinson Avenue	Craftsman	1920	2.5	Vinyl Siding	Domestic	Gable, Side	C	
7407	Dickinson Avenue	Tudor Revival	Ca. 1935	1	Brick	Domestic	Gable, Cross	C	
7409	Dickinson Avenue	Colonial Revival	Ca. 1935	1	Brick	Domestic	Gable, Side	C	
7504	Dickinson Avenue	Craftsman	Ca. 1935	1.5	Asbestos Shingle	Domestic	Gable, Side	C	
7505	Dickinson Avenue	Colonial Revival	1932	1.5	Asbestos Shingle	Domestic	Gable, Cross	C	
7506	Dickinson Avenue	Colonial Revival	1927	2	Aluminum Siding	Domestic	Gable, Side	C	
7508	Dickinson Avenue	Colonial Revival	Ca. 1941	1.5	Brick Veneer	Domestic	Gable, Side	NC	
7509	Dickinson Avenue	Rambler	1953	1	Brick	Domestic	Gable, Side	NC	
7511	Dickinson Avenue	Rambler	1953	1	Brick	Domestic	Gable, Side	C	
7507	Girard Street	Colonial Revival Cape Cod	1945	1.5	Asbestos Shingle	Domestic	Gable, Side	C	
7508	Girard Street	Craftsman Bungalow	1923	1.5	Weatherboard	Domestic	Hipped	C	
7509	Girard Street	Modern/ Colonial Revival Split Level	1981	1.5	Aluminum Siding	Domestic	Gable, Side	NC	

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Address	Street	Style/Form	Date <sup>ii</sup>	Stories	Wall Treatment	Current Bldg Use	Roof Shape	District Status <sup>iii</sup>	Integrity <sup>iv</sup>
7510	Girard Street	Ranch	1959	1	Aluminum Siding/Asphalt Shingle	Domestic	Hipped	NC	
7511	Girard Street	Queen Anne	1900	2	Asbestos Shingle	Domestic	Gable, Side	C	
7512	Girard Street	Ranch	1959	1	Vertical Board/Asbestos Shingle	Domestic	Gable, Side	NC	
7513	Girard Street	Queen Anne	1900	2	Asbestos Shingle	Domestic	Gable, Front	C	
7514	Girard Street	Colonial Revival	1947	1.5	Aluminum Siding	Domestic	Gable, Side	C	
7516	Girard Street	Colonial Revival Cape Cod	1947	1.5	Asbestos Shingle	Domestic	Gable, Side	C	
7518	Girard Street	Ranch	1948	1	Aluminum Siding	Domestic	Gable, Side	C	
4504	Hartwick Road	Craftsman	1926	2	Vinyl Siding	Domestic	Gable, Front	C	
4506	Hartwick Road	Craftsman Bungalow	1922	1.5	Vinyl Siding	Domestic	Gable, Side	C	
4508	Hartwick Road	Craftsman Bungalow	1923	1.5	Aluminum Siding	Domestic	Gable, Side	C	M
4510	Hartwick Road	Craftsman Bungalow	1924	1.5	Stucco	Domestic	Gable, Side	C	
4512	Hartwick Road	Craftsman	1922	2.5	Vinyl Siding	Domestic	Gable, Side	C	
4600	Hartwick Road	Colonial Revival	1932	1.5	Aluminum Siding	Domestic	Gable, Side	C	

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4602	Hartwick Road	Colonial Revival	Ca. 1935	1.5	Brick	Domestic	Gable, Cross	C	
4604	Hartwick Road	Colonial Revival	Ca. 1930	1.5	Stone Veneer	Domestic	Gable, Side	NC	D,M,F,S
4606	Hartwick Road	Colonial Revival	1929	2	Aluminum Siding	Domestic	Gable, Front	C	
4608	Hartwick Road	Colonial Revival	1920	1.5	Brick	Domestic	Gable, Side	C	
4610	Hartwick Road	Colonial Revival	1925	1.5	Aluminum Siding	Domestic	Gable, Side	C	
7304	Hopkins Avenue	Colonial Revival, Cape Cod	Ca. 1935	1.5	Brick	Domestic	Gable, Side	C	
7305	Hopkins Avenue	Colonial Revival, Cape Cod	Ca. 1935	1.5	Brick	Domestic	Gable, Side	C	
7306	Hopkins Avenue	Colonial Revival	Ca. 1935	1.5	Brick	Domestic	Gable, Side	C	
7307	Hopkins Avenue	Colonial Revival	1926	1.5	Aluminum Siding	Domestic	Gable, Front	C	
7308	Hopkins Avenue	Colonial Revival	Ca. 1935	1.5	Brick	Domestic	Gable, Cross	C	
7309	Hopkins Avenue	Colonial Revival	1943	1	Asbestos Shingle	Domestic	Gable, Side	C	
7310	Hopkins Avenue	Colonial Revival	Ca. 1935	1.5	Brick	Domestic	Gable, Cross	C	
7400	Hopkins Avenue	Craftsman Bungalow	1918	1.5	Asbestos Shingle	Domestic	Gable, Side	C	
7403	Hopkins Avenue	Dutch Colonial Revival	Ca. 1930	1.5	Brick Veneer	Domestic	Gambrel	C	
7404	Hopkins Avenue	Craftsman Bungalow	1928	1.5	Weatherboard	Domestic	Gable, Side	C	

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7504	Hopkins Avenue	Colonial Revival Cape Cod	Ca. 1935	1.5	Aluminum Siding	Domestic	Gable, Side	C	
7505	Hopkins Avenue	Colonial Revival Cape Cod	1934	1.5	Brick	Domestic	Gable, Side	C	
7506	Hopkins Avenue	Colonial Revival Cape Cod	Ca. 1935	1.5	Stone Veneer	Domestic	Gable, Side	C	
7507	Hopkins Avenue	Colonial Revival Cape Cod	1947	1.5	Brick	Domestic	Gable, Side	C	
7509	Hopkins Avenue	Modern/ Colonial Revival Cape Cod	1996	1.5	Vinyl Siding	Domestic	Gable, Side	NC	
7510	Hopkins Avenue	Colonial Revival	1962	2	Brick	Apartments	Flat	NC	
4500	Knox Road	Modern	1957	2	Brick Veneer	Government Office	Flat	NC	
4505	Knox Road	Commercial	1935	2	Brick Veneer	Commercial	Flat with shed	C	
4511	Knox Road	Modern Commercial	1985	3	Brick Veneer	Commercial	Gable, Center	NC	
4514	Knox Road	Colonial Revival	1963	2.5	Brick	University-related Housing	Gable, Side	C	
4516	Knox Road	Colonial Revival	1963	2.5	Brick	University-related Housing	Gable, Side	C	

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4517	Knox Road	Colonial Revival	Ca. 1935	2.5	Brick	University-related Housing	Gable, Center	C	
4518	Knox Road	Colonial Revival	1963	2.5	Brick	University-related Housing	Gable, Cross	C	
4601	Knox Road	Dutch Colonial Revival	1927	1.5	Weatherboard	Domestic	Gable, Side	C	
4603	Knox Road	Colonial Revival Cape Cod	1947	1.5	Asbestos Shingle	Domestic	Gable, Side	C	
4604	Knox Road	Other	1959	2.5	Brick	Apartments	Gable on Hip	NC	
4607	Knox Road	Colonial Revival	Ca. 1930	2.5	Brick	University-related Housing	Gambrel/Flat	C	
4608	Knox Road	Colonial Revival Cape Cod	Ca. 1935	1.5	Asbestos Shingle	Domestic	Gable, Cross	C	
4609	Knox Road	Colonial Revival Cape Cod	1940	1.5	Asbestos Shingle	Domestic	Gable, Cross	C	
4610	Knox Road	Craftsman	1923	1.5	Stucco	Domestic	Gable, Front	C	
4611	Knox Road	Tudor Revival Cape Cod	Ca. 1935	1.5	Asbestos Shingle	Domestic	Multi-Gable	C	
4613	Knox Road	Colonial Revival	Ca. 1935	1.5	Asbestos Shingle	Domestic	Gable, Side	C	
4615	Knox Road	Colonial Revival	1922	2	Weatherboard	Domestic	Hipped	C	

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4620-4626	Knox Road	Modern	1947	3	Brick	Apartments	Gable on Hip	C	
4711	Knox Road	Vernacular	Early- to mid-19 <sup>th</sup> century/ 1912/ 1957	1.5	Brick	Government (formerly an outbuilding, then church & clubhouse)	Gable, Side	C	
4500	Lehigh Road	Colonial Revival/ Commercial	1963	1.5	Brick	Commercial	Gable, Cross	NC	
4600	Norwich Road	Colonial Revival	Ca. 1940	2.5	Brick	University-related Housing	Gable, Side	C	
4607	Norwich Road	Craftsman Bungalow	1922	1.5	Aluminum Siding	Domestic	Gable, Side	C	
4615	Norwich Road	Modern/ Colonial Revival Cape Cod	1996	1.5	Brick Veneer	Domestic	Gable, Side	NC	
4617	Norwich Road	Colonial Revival	1952	2.5	Brick	University-related Housing	Gable, Side	C	
4619	Norwich Road	Modern/ Colonial Revival	1999	2	Brick Veneer	Domestic	Gable, Side	NC	
4701	Norwich Road	Ranch	1971	1.5	Aluminum Siding	Domestic	Gable, Side	NC	
4702	Norwich Road	Ranch	1944	1	Vertical Board	Domestic	Gable, Side	C	

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4703	Norwich Road	Ranch	1972	1	Aluminum Siding	Domestic	Gable, Side	NC	
4704	Norwich Road	Colonial Revival Cape Cod	Ca. 1935	1.5	Asbestos Shingle	Domestic	Gable, Side	C	
4705	Norwich Road	Ranch	1971	1	Aluminum Siding	Domestic	Gable, Side	NC	
4706	Norwich Road	Colonial Revival Cape Cod	Ca. 1935	1.5	Vinyl Siding	Domestic	Gable, Side	C	
4707	Norwich Road	Ranch	1971	1	Aluminum Siding	Domestic	Gable, Side	NC	
4708	Norwich Road	Queen Anne	1900	2	Asbestos Shingle	Domestic	Gable, Front	C	
4709	Norwich Road	Ranch	1971	1	Aluminum Siding	Domestic	Gable, Side	NC	
4710	Norwich Road	Queen Anne	1900	2	Asbestos Shingle	Domestic	Gable, Front	C	
4711	Norwich Road	Ranch	1971	1	Aluminum Siding	Domestic	Gable, Side	NC	
4715	Norwich Road	Colonial Revival Cape Cod	Ca. 1935	1.5	Asbestos Shingle	Domestic	Gable, Side	C	
4803	Norwich Road	Ranch	1971	1	Brick Veneer	Domestic	Gable, Side	NC	
4805	Norwich Road	Ranch	1971	1	Brick Veneer /Aluminum Siding	Domestic	Gable, Front	NC	

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Address	Street	Style/Form	Date <sup>ii</sup>	Stories	Wall Treatment	Current Bldg Use	Roof Shape	District Status <sup>iii</sup>	Integrity <sup>iv</sup>
4807	Norwich Road	Ranch	1971	1	Brick Veneer	Domestic	Gable, Side	NC	
4811	Norwich Road	Colonial Revival Ranch	1971	1	Aluminum Siding	Domestic	Gable, Side	NC	
7201	Princeton Avenue	Moderne	1948	3	Brick	Apartments	Flat	C	
7304	Princeton Avenue	Colonial Revival Cape Cod	1933	1.5	Brick	Domestic	Gable, Side	C	
7305	Princeton Avenue	Colonial Revival	1915	2.5	Stucco	Domestic	Pyramidal	C	
7306	Princeton Avenue	Tudor Revival	1933	1.5	Brick	Domestic	Multi-Gable	C	
7307	Princeton Avenue	Craftsman	1915	2.5	Stucco/Wood Shingle	Domestic	Gable, Side	C	
7309	Princeton Avenue	Colonial Revival Foursquare	1915	2.5	Aluminum Siding/Stucco	Domestic	Pyramidal	C	
7401	Princeton Avenue	Colonial Revival	Ca. 1935	2.5	Brick Veneer	University- related Housing	Gable, Side	C	
7402	Princeton Avenue	Colonial Revival	1963	2.5	Brick	University- related Housing	Gable, Side	C	
7407	Princeton Avenue	Colonial Revival	Ca. 1935	2.5	Brick	University- related Housing	Gable, Side	C	
7503	Princeton Avenue	Colonial Revival	Ca. 1935	2.5	Brick	Domestic	Gable, Side	C	
7504	Princeton Avenue	Colonial Revival	1910	1	Asbestos Shingle	Domestic	Gable, Front	C	

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7507	Princeton Avenue	Colonial Revival	1925	2.5	Vinyl Siding	Domestic	Gable, Side	C	
7508	Princeton Avenue	Craftsman Bungalow	1920	1.5	Weatherboard	Domestic	Gable, Side	C	
7509	Princeton Avenue	Colonial Revival	1927	2	Brick	Domestic	Gable, Side	C	
7510	Princeton Avenue	Craftsman Bungalow	1922	1.5	Aluminum Siding	Domestic	Gable, Side	C	
7511	Princeton Avenue	Colonial Revival	Ca. 1935	2.5	Brick	University-related Housing	Gable, Side	C	
7512	Princeton Avenue	Colonial Revival	Ca. 1925	2	Aluminum Siding	University-related Housing	Gable, Side	C	
7302	Rhode Island Avenue	Craftsman Bungalow	1926	1.5	Wood Shingle	Domestic	Gable, Side	C	
7304	Rhode Island Avenue	Craftsman Bungalow	1922	1.5	Aluminum Siding	Domestic	Gable, Side	C	
7306	Rhode Island Avenue	Craftsman Bungalow	1926	1.5	Weatherboard	Domestic	Gable, Side	C	
7308	Rhode Island Avenue	Colonial Revival	1928	2.5	Wood Shingle	Domestic	Hipped	C	
7400	Rhode Island Avenue	Queen Anne	1900	2.5	Weatherboard	Apartment	Gable, Cross	C	
7404	Rhode Island Avenue	Colonial Revival	1938	1.5	Brick	Domestic	Gable, Cross	C	

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7501	Rhode Island Avenue	Colonial Revival	1950	1.5	Aluminum Siding	Commercial	Gable, Side	C	
7505	Rhode Island Avenue	Ranch	1974	1	Brick Veneer	Domestic	Gable, Side	C	
7506	Rhode Island Avenue	Colonial Revival	1927	2	Vinyl Siding	Domestic	Gable, Side	C	
7508	Rhode Island Avenue	Modern/ Colonial Revival	Ca. 1990	2	Brick Veneer	Domestic	Gable, Side	C	
7509	Rhode Island Avenue	Ranch	1978	1	Brick Veneer	Domestic	Gable, Side	C	
7510	Rhode Island Avenue	Modern/ Colonial Revival	Ca. 1990	2	Brick Veneer	Domestic	Gable, Side	C	
7512	Rhode Island Avenue	Colonial Revival	1917	1.5	Stucco	Domestic	Hipped	C	
7523	Rhode Island Avenue	Modern/ Colonial Revival Split Level	1982	1.5	Brick Veneer/ Aluminum Siding	Domestic	Gable, Side	NC	
7525	Rhode Island Avenue	Modern/ Colonial Revival Split Level	1982	1.5	Brick Veneer/ Aluminum Siding	Domestic	Gable, Side	NC	
7527	Rhode Island Avenue	Modern/ Colonial Revival Split Level	1981	1.5	Brick Veneer /Aluminum Siding	Domestic	Gable, Side	NC	

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7529	Rhode Island Avenue	Modern/ Colonial Revival Split Level	1981	1.5	Brick Veneer/ Aluminum Siding	Domestic	Gable, Side	NC	
7531	Rhode Island Avenue	Modern/ Colonial Revival Split Level	1999	1.5	Vinyl Siding	Domestic	Gable, Front	NC	
7300	Yale Avenue	Craftsman Bungalow	1928	1.5	Aluminum Siding	Domestic	Gable on Hip	C	
7301	Yale Avenue	Colonial Revival	1925	2.5	Weatherboard	Domestic	Gable, Side	C	
7302	Yale Avenue	Other	1953	3	Brick	Apartments	Hipped	NC	
7303	Yale Avenue	Colonial Revival	1927	2.5	Aluminum Siding	Domestic	Hipped	C	
7305	Yale Avenue	Craftsman Bungalow	1933	2.5	Brick	Domestic	Hipped	C	
7306	Yale Avenue	Craftsman	1924	2.5	Asbestos Shingle	Domestic	Gable, Front	C	
7308	Yale Avenue	Craftsman	1926	2.5	Asbestos Shingle	Domestic	Gable, Front	C	
7505	Yale Avenue	Other	Ca. 1960	1	Brick Veneer	Government/ Police Station	Gable, Cross	NC	

<sup>ii</sup> The dates provided within this inventory reflect primary and secondary research efforts. This includes Sanborn Fire Insurance and Franklin Maps, tax assessments records, real property records, MHT Inventory Forms for individual properties and a survey district, stylistic presentations, oral histories, and published town histories.

<sup>iii</sup> Contributing resources are recognized for their association with the context of Old Town College Park. These resources date from the periods between 1889-1950 and 1935-1965. They retain sufficient integrity of historic qualities including location, design, setting, materials, workmanship, feeling, and association to convey significance to

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the context. Non-contributing resources are not directly associated with the established periods of development in Old Town College Park. These properties were generally constructed after the 1950 date of significance assigned for Old Town College Park and the 1965 date assigned to the university/education-related resources.

<sup>iv</sup> The Integrity column only includes information on properties that date within the district's Periods of Significance (1889-1950/1935-1965) **and** have been found to lack sufficient integrity, which is defined as the ability of a property to convey its significance to the established context. The integrity of each of these properties was evaluated using the National Park Service's seven aspects—design, workmanship, feelings, association, materials, location, and setting. The first letter of each aspect indicates the aspects of integrity determined to be lacking in these individual properties. *Please note that in all cases, changes to a property, including restoration, renovation, and/or alteration, may alter the level of integrity and necessitate a re-assessment.*

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**STATEMENT OF SIGNIFICANCE**

Initially developed during Maryland's Industrial/Urban Dominance-era (1870-1930), Old Town College Park is marked by its collection of late-19<sup>th</sup>- and 20<sup>th</sup>-century revival and American movement buildings. Old Town College Park is an example of the residential subdivisions that emerged as the suburbs of Washington, D.C. expanded with the advent of the streetcar and automobile at the end of the 19<sup>th</sup> century. The community is located eight miles northeast of Washington, D.C., and thirty miles southeast of Baltimore City. Washington-based real estate developers John O. Johnson and Samuel Curriden submitted the original plat for "College Park" in 1889 on property historically associated with the Stier and Calvert families. The 125-acre community was laid out specifically to attract middle- and upper-middle-income residents, and persons associated with the nearby Maryland Agricultural College (now the University of Maryland) and, later, the College Park Airport. The development of the area, which began slowly, was spurred by the growth of neighboring suburbs, the university, and the transportation resources such as the streetcar and B&O Railroad that transversed the community. The greatest period of development began in the 1920s and subsided by the end of World War II. The buildings constructed in College Park reflect the periods in which they were erected, illustrating fashionable styles, forms, and materials. The variety of architectural styles included Queen Anne and Colonial Revival, as well as later designs and forms such as the American foursquare, Cape Cod, and Craftsman/Bungalow. To meet the needs of the growing university, fraternities and sororities, and modestly sized apartment complexes were constructed in Old Town College Park by the mid-20<sup>th</sup> century. These buildings, generally occupying large lots with landscaped yards, followed many of the architectural fashions presented by their single-family residential neighbors on a much grander and more imposing scale. The advent of the automobile prompted the construction of commercial resources such as auto showrooms and shopping centers, particularly along Baltimore Avenue. Today, well-landscaped streets, and well-built, freestanding, single-family dwellings, garden apartments, storefronts, and university housing define the community. Old Town College Park has achieved significance as the product of a distinctive period whose individual components combine to create a distinguishable entity with notable artistic value.

Old Town College Park meets National Register criteria A and C, and is significant under the themes of architecture and community planning/development. The period of significance for

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Old Town College Park extends from 1889 to 1950. This period includes the domestic, commercial, and civic resources. Furthermore, the University of Maryland has made a distinct contribution to the historic context of the neighborhood. This second period of significance for the university-related properties extends from 1935 to 1965. The neighborhood consists of 184 contributing primary resources and 64 non-contributing resources. This includes 183 single-family dwellings, fifteen multiple dwellings/apartments, twenty-one commercial buildings, twenty education-related buildings, a church, five government-related buildings, and the Old Parish House.

**Criterion A: That are associated with events that have made a significant contribution to the broad patterns of our history.**

Old Town College Park meets Criterion A of the National Register of Historic Places, as a planned community that catered to the expanding middle- to upper-middle-class suburban population of Washington, D.C., and the University of Maryland from the 19<sup>th</sup> century to the middle of the 20<sup>th</sup> century.

The first phase of suburban development in Old Town College Park began slowly in the last decade of the 19<sup>th</sup> century. Development efforts were initially hampered by a lack of utilities, unpaved streets, and its distant location from the center of Washington, D.C. However, the impetus for development was related to the variety of transportation resources that served the newly established suburb. These included the Washington and Baltimore Turnpike (now known as Baltimore Avenue and U.S. Route 1); the College Station stop of the Baltimore and Ohio Railroad; and the electric streetcar lines of the Washington, Berwyn, and Laurel Railroad Company (later operated by the City and Suburban Railway Company and then the D.C. Transit Company). In 1889, the official plat was filed for the newly devised suburb of "College Park." John Oliver Johnson and Samuel Curriden of Washington, D.C. were responsible for the subdivision of this 125-acre neighborhood on land previously associated with Stier-Calvert family's 2,000-acre plantation known as Riversdale. The second such suburb planned near the college (the failed College Lawn was platted in 1872), College Park was one of the first successful commuter suburbs located along the railroad and turnpike in Prince George's County.

The projected relationship of the suburb with the nearby Agricultural College was clearly indicated from the start, as suggested by the name of the community. Further, most of the streets

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were named for prominent eastern colleges and universities, including Harvard, Yale, Dartmouth, Vassar, and Princeton.<sup>v</sup> Twentieth-century development of College Park continued to be closely related to the expanding Agricultural College, which had become the University of Maryland at College Park in 1920. The proximity of the neighborhood provided faculty members, staff, visiting professors, and students with housing opportunities. While many commuting residents had single-family dwellings constructed near the railroad station stop at the eastern end of the suburb, college faculty had houses erected closer to the campus. Similarly, aviators and pupils learning to fly at the Signal Corps Aviation School (now the College Park Airport) owned dwelling or leased living space in Old Town College Park and its many additions. The need for housing, also prompted by the influx of residents to the nation's capital in the 1940s, introduced the low-rise garden apartment to College Park. Appropriately, the first example of this building type was named University Garden Apartments. The connection with the university culminated with the construction of more than thirty buildings, including student apartments, sororities, and fraternities, by the middle part of the 20<sup>th</sup> century.

In 1945, the "Old Town" neighborhood was one of eleven neighborhoods within the newly incorporated City of College Park. The suburb's historic status, validated by its "Old Town" sobriquet, was recognized as the suburb became the center of the newly formed municipality. Appropriately, the fire department, police station, and city hall were erected within the original platted boundaries planned by Johnson and Curriden. After World War II, growth in College Park subsided with a limited number of residences, storefronts, and university housing constructed in the years between 1950 and 1965. By the latter part of the 20<sup>th</sup> century, infill development on previously unimproved lots was confined to dwellings, apartments, offices, stores, and a gas station.

**Criteria C: That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.**

The suburban neighborhood of Old Town College Park meets Criterion C of the National Register of Historic Places for its substantial concentration of high-style and, as the market

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demanded, less ornate architecture, including single-family dwellings, garden apartments, and university housing.

Old Town College Park retains many of its original late-19<sup>th</sup>-century and 20<sup>th</sup>-century residential and commercial revival and American movement buildings. The district's aboveground resources date from the 1890s to the last decade of the 20<sup>th</sup> century, with a single resource erected prior to the 1889 platting of the neighborhood. Known today as the Old Parish House, this brick building reflects the property's original use as part of the Stier/Calvert family plantation known as Riversdale. The one-story structure appears to have been constructed in the early to middle part of the 19<sup>th</sup> century as an outbuilding (possibly a barn). It was renovated in 1912 to serve the community of College Park as a church and, in the 1950s, as a Woman's Club.

The first dwellings erected after the platting of College Park illustrate the fashionable Queen Anne style commonly built for upper-middle class residents at the end of the 19<sup>th</sup> century. Construction was originally focused along the eastern side of the suburb, closer to the College Station stop of the B&O Railroad. The dwellings, ornamented to the specific tastes of the property owners, were sited on spacious lots with landscaped yards. Each of these large single-family buildings exhibited high-style ornamentation, including wrap-around porches, ornate wood shingles, projecting bays, intersecting gables, and an array of decorative cladding materials.

By the 1920s, when residential construction increased substantially, house sizes and stylistic features had begun to change in response to a new clientele. Greater numbers of smaller, less ornamented houses were built in the neighborhood. The dominant styles were modest Colonial Revival dwellings and the Craftsman-style bungalow. These later dwellings generally began to house middle-income residents, and exhibited less architectural ornament than the houses erected prior to 1920.

By the late 1930s, the growth of the nearby University of Maryland began to have a more direct effect on the architectural character of College Park with the introduction of alternate domestic building types of a grander scale. These included the construction of several buildings specifically erected for use by fraternities, and eventually included sorority housing and student apartments. The 1939 *Sanborn Fire Insurance Maps* identified thirteen fraternity houses in Old



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Town, the majority between Rhode Island Avenue and the campus. By 1963, many of the undeveloped lots at the northern and western boundaries of the suburb were improved by the construction of university-maintained apartments and buildings for fraternal associations. Today, over thirty such resources are found in Old Town.

**HISTORICAL BACKGROUND**

*Pre-Dating the 1889 Platting*

The area that is known today as Old Town College Park was part of the Stier/Calvert family's large and prosperous Riversdale plantation, which included a grand Georgian-style dwelling dating from the beginning of the 19<sup>th</sup> century. Henri J. Stier purchased the property in 1801 upon his arrival in Prince George's County, and quickly began construction of the dwelling. The property passed to Stier's daughter, Rosalie, and her husband, George Calvert, after Henri J. Stier returned to Europe in 1803. The Calverts oversaw the final construction efforts of the Georgian mansion and continued to develop the plantation over the next decade. After the death of George Calvert in 1838, the property was devised to his son, Charles Benedict Calvert.

The Calvert land was primarily agricultural. It was connected to Baltimore City, Bladensburg, and Georgetown by colonial and post-Revolutionary War roads. The main road traversing the area was the Washington and Baltimore Turnpike, the predecessor to today's U.S. Route 1 (Baltimore Avenue). This sixty-foot-wide stone-and-gravel road was incorporated as a turnpike by an Act of the Maryland General Assembly in 1812. The turnpike was opened in part at the beginning of 1815, and completed to its total length of thirty-six miles in the following years. The abundance of traffic along the Washington and Baltimore Turnpike, and its predecessor, prompted the construction of numerous taverns and inns, including the Rossborough Inn (circa 1803, currently the faculty-alumni club of the University of Maryland). Agricultural roads and narrow lanes from the nearby plantations and farms intersected the turnpike, and ultimately served as guides for several of the roads existing today.<sup>vi</sup>

Running parallel to the turnpike was the Washington branch of the Baltimore and Ohio (B&O) Railroad. The railroad, which traveled through Prince George's County for 13.6 miles, consisted of a single line of tracks when laid in 1835. By the early 1860s, the line was upgraded to a



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double-track system, with several stops and stations established at various intervals along the route. Initially, daily service consisted of two round-trip passenger trains between Washington and Baltimore City, with freight service as needed.<sup>vii</sup> The railroad's speed, convenience, and lower freight rates for agricultural products offered stiff competition for the turnpike. Consequently, the turnpike company dissolved in 1866 and maintenance of the road was abandoned.

The development of Old Town is largely a result of the establishment and growth of the University of Maryland at College Park, which was also aided by the various transportation resources serving the area. The school was founded as a direct result of the depletion of the agricultural landscape of Maryland. By the middle of the 19<sup>th</sup> century, much of the area had been largely exhausted of its vital nutrients, a result of growing tobacco. To aid the farmers, agricultural societies, fairs, and publications were offered. One such society was the Farmer's Club, founded in Baltimore City. The organization changed its name in 1848 to the Maryland State Agricultural Society, and became the primary motivator in the establishment of the agricultural college. Support for the school came from the state legislature in March 1855, when a bill was passed to confer the charter for a college that made experimental agriculture a part of its regular curriculum. Charles Benedict Calvert, president of the college's board of trustees, provided 428 acres of land for the meager price of \$50 per acre in 1856. This tract, a part of the 2,000-acre Riversdale plantation, was located to the west of Old Town College Park. Three years later, in 1859, the first building of the Maryland Agricultural College was opened to 34 students for classes. Because of the establishment of the college, the B&O Railroad opened the College Lawn Station to serve the school, as well as the post office and small-unplanned residential community growing around the campus.<sup>viii</sup>

With the death of Calvert in 1864, the remaining plantation property was subdivided among the heirs. Calvert's widow, Charlotte, received a 300-acre lot that included the mansion and numerous outbuildings, including the family graveyard, principal barns and tenant houses. The remaining acreage was divided among the five surviving children. Ella Calvert Campbell, Calvert's daughter, obtained a 125-acre lot to the north of the mansion. This property, located to the east of the agricultural college and west of the B&O Railroad tracks, was the future site of Old Town College Park. Soon after receiving title to the land, Ella Campbell permitted her brother, Eugene Calvert, to subdivide the property. It was platted as College Lawn, created

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around the College Station stop of the B&O Railroad. The development of the proposed community was slow. The *Hopkins Map* of the Bladensburg District #2 and Vansville District #1 of Prince George's County documents that the homes of Ella Calvert Campbell and Charles B. Calvert were the only improvements in the College Park area in 1878. In 1889, Campbell sold the property to John Oliver Johnson and Samuel Curriden of Washington, D.C.

Prior to purchasing the property, John O. Johnson worked as an insurance agent at 927 F Street, NW and lived at 1717 14<sup>th</sup> Street, N.W.<sup>ix</sup> In 1890, Johnson was better known as a real estate and insurance agent, working at Merchant's Insurance Company of Newark, New Jersey. The offices were located in the Atlantic Building at 930 F Street, N.W. Upon purchasing the property in Prince George's County in 1889, Johnson lived in the imposing dwelling formerly owned and occupied by Ella Calvert Campbell at the corner of Columbia and Calvert Streets. Samuel W. Curriden was a lawyer, who worked at 1334 F Street, N.W. By 1890, Curriden's office had been relocated to 1427 New York Avenue, N.W. Unlike Johnson, Curriden continued to live in his home at 34 B Street, N.W., in Washington, D.C. Soon after the plat for the subdivision of College Park was implemented, Curriden allegedly absconded with the proceeds of the joint venture.<sup>x</sup>

*Initial Development of College Park, 1889-1900*

Within months of purchasing the land, Johnson and Curriden replatted College Lawn as College Park. The overall organization of the new suburb was strikingly similar to its 1872 predecessor with a rectilinear grid of blocks and streets bounded by the B&O Railroad on the east and Baltimore Avenue (formerly the Washington and Baltimore Turnpike) to the west. The community was initially intended to serve professors of the college as well as upper-middle-class residents who commuted by train to nearby commercial and business centers. To reinforce the association with the college, which was steadily growing, the developers named most of the streets in College Park in honor of prominent eastern colleges and universities. Examples recorded in the original plat included Princeton, Harvard, Dartmouth, Wellesley, Yale, Columbia, (Johns) Hopkins, and Vassar. In honor of the original property owners, the southernmost boundary of the suburb was named Calvert Road.

Although platted in 1889, few houses were constructed before the turn of the 20<sup>th</sup> century. The

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original plat for College Park outlined thirty-nine blocks, each with sixteen building lots. Most of the lots were rectangular in shape and measured fifty feet by two hundred feet. Although the street frontage of the lots was typical, the depth was twice that typically allotted for suburban housing. In some cases, a single owner purchased multiple lots, allowing for larger yards with imposing dwellings that straddled lot lines. These larger dwellings, typically illustrating high-style designs, were constructed during the early years of the development, fulfilling the developers' objective. There are five extant resources from this period, all located in the eastern section of the neighborhood, indicating that this area was developed first because of its close proximity to the railroad station.

In December 1891, William A. Easterday and Willis C. Haldeman of Washington, D.C. filed a plat for the subdivision of Blocks 11 and 22. The blocks were undeveloped at the time of the replatting and subdivided to allow for narrow bisecting alleys. Block 11, bounded by what is known today as College Avenue, Dartmouth Avenue, Rhode Island Avenue, and Norwich Road, was divided into two smaller blocks. The southern portion of the block had been originally platted with long narrow building lots fronting College Avenue. The replatting divided the narrow lots east to west, creating building lots along the bisecting alley to the north. Two of the original lots created by Johnson and Curriden remained intact at the intersection of College and Dartmouth Avenues. The northern portion of Block 11 had originally been platted with eight narrow lots, four fronting eastward to Dartmouth Avenue and the other four lots facing westward to Rhode Island Avenue. Easterday and Haldeman subdivided and reoriented the lots, creating sixteen smaller lots facing northward to Norwich Avenue and sixteen lots fronting southward along the alley. Similarly, Block 22 was subdivided and the original seven lots facing east to Hopkins Avenue and the four lots fronting Princeton Avenue were reoriented. An alley that ultimately became known as Dickinson Avenue divided the block. The lots at the southernmost part of the block were reoriented to face Norwich Avenue, while the remaining lots were divided to create smaller building parcels that fronted Hopkins, Princeton, and Dickinson Avenues. Despite the subdivision of the blocks into smaller building lots that were marketed to the middle-class, the property was not improved until the middle part of the 20<sup>th</sup> century.

Two years later, in 1893, Hannah L. Kelly subdivided Blocks 12 and 28. Block 12 was originally subdivided to have eighteen building lots, nine fronting each Dartmouth and Rhode Island Avenues. Kelly's subdivision bisected the block north to south with Van Rensselaer Place

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(now Girard Street). The lots were cut the western portion of the block were cut in half with property fronting Rhode Island Avenue and Van Rensselaer Place. The eastern portion of the block fronting Dartmouth was divided to create eighteen building lots from the eight originally platted by Johnson and Curriden.

By 1897, only thirteen houses had been constructed in the suburb of College Park. Early property owners noted in the tax assessment records include E.S. Fletcher, Lincoln Gerhardt, and Sallie E. Fletcher. One of the earliest houses erected in the neighborhood was the Taliaferro House at 7406 Columbia Avenue. George H. Johnston, a cousin of John O. Johnson, constructed the fashionable dwelling about 1888. The two-and-a-half-story Queen Anne-style house was occupied by Johnson's daughter, Emily Taliaferro, as early as 1896, and was valued at \$2,200 in the 1897 tax assessments. Taliaferro was married to a professor of agricultural economics who taught at the nearby college.<sup>xi</sup> The Cory House (1891), located at 4710 College Avenue, is another example of an early dwelling associated with one of the professors at the Maryland Agricultural College. Ernest Cory, a graduate of the college, returned to teach in the Department of Entomology and was associated with the development of the insecticide known as DDT. Another excellent example of collegiate-related housing in College Park is the McDonnell House (1896) at 7400 Dartmouth Avenue. The Queen Anne-style house was owned and occupied by Dr. Henry B. McDonnell, a professor at the Maryland State College. McDonnell first became a professor at the Agricultural College in 1891, assuming control of the department a year later. He went on to serve as the first Dean for the School of Chemistry (1919-1921) and remained at the University until his retirement in 1938.<sup>xii</sup>

From the onset, the subdivision's developers recognized the need for community activities. Thus, in 1890, College Park developer John O. Johnson founded St. Andrew's Episcopal Church. Johnson, an ordained minister in the German Reformed Church, conducted the first services for the Episcopal Church at a facility provided by the agricultural college. The need for a permanent home for the congregation prompted the renovation of the Calvert's brick barn at 4711 Knox Road, which Johnson donated to the church in 1912. The building was renovated to meet the needs of the church, including the construction of a rear addition that housed the chancel. The former barn, which dated from the early- to mid-19<sup>th</sup> century, served the community of College Park as the Episcopal Church until the 1930s. The Woman's Club of College Park, a community organization founded in 1915, began meeting in the building in 1931. The group purchased the



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building in 1957 and renovated it for use as a meeting hall. Also meeting the religious needs of the community was the College Park Baptist Church, which purchased a single rectangular-shaped lot from Johnson on the south side of Calvert Road and constructed a church in 1901. This one-story wood frame building, heated by a stove, was located at 4505 Calvert Road well into the middle part of the 20<sup>th</sup> century.

To meet the educational needs of the community, and those of the adjacent neighborhood of Calvert Hills, the College Park Elementary School was erected at the corner of Princeton Avenue and Franklin Road (now Hartwick Road). The school, which was formed at the turn of the 20<sup>th</sup> century, was housed in a small wood-frame structure that was replaced the brick building at 4601 Calvert Road in 1938. The three-room schoolhouse provided the only educational facility in the community for a number of years, requiring junior high and high school level students to attend school in Hyattsville, Adelphi, and Greenbelt. The Prince George's County School Board closed the school in 1977, and the building was sold to the City of College Park in 1981 for \$1.00. The Friends Community School, a Quaker elementary school under the care of Adelphi Friends Meeting, Inc., has occupied the building since 1986.

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*Twentieth Century Development, 1900-1920*

Although only a few buildings improved the neighborhood at the turn of the 20<sup>th</sup> century, by 1920, more than forty-five buildings stood in the community. Reminiscent of the development sparked by the railroad, turnpike, and agricultural college in the latter part of the 19<sup>th</sup> century, this early-20<sup>th</sup>-century development was spurred by the electric streetcar line that was extended through College Park in 1902. The streetcar line of the Washington, Berwyn, and Laurel Railroad Company (later operated by the City and Suburban Railway Company and then the D.C. Transit Company) made it more convenient than ever to commute downtown to work and shop. Although streetcars had begun to operate in Washington, D.C. as early as 1862, they did not connect to the outlying suburbs until the turn of the 20<sup>th</sup> century. The streetcar system was extended to the Maryland suburbs in response to renewed population and economic growth as well as the encouragement of the real estate developers. Accessible by convenient and affordable transportation, the suburbs of Prince George's County were in turn opened for further development. Although College Park was already situated along the B&O Railroad, the streetcar was less expensive and faster than the railroad.<sup>xiii</sup> The new streetcar line, completed in 1902,

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provided direct access to the Washington terminus at the U.S. Treasury Building at 15<sup>th</sup> and G Streets, N.W., from its Laurel, Maryland terminus. In addition to the station stop at College Park, suburban service was provided to the neighboring communities of Hyattsville, Riverdale, Lakeland, Berwyn, Branchville, Beltsville, and Contee. The success of the streetcar, coupled with the growing dependency on the automobile, caused the abandonment of the railroad station stop at College Park. The former station in College Park, located in the southeastern corner of the subdivision, was taken over by G.T. Wells and Sons. It was used as an oil, coal, and wood yard, providing heating products for the community. In 1940, the property was home to the Washington Institute of Technology, which erected a long, rectangular structure of brick on the property.

As the residential neighborhood grew, so did the commercial building stock. Commercial buildings were established along the primary thoroughfare intended by the developers to serve the residents. One of the first such facilities was the Harrison Store at 4634 College Avenue, erected in 1908 at the corner of College Avenue and Rhode Island Avenue. This modest wood-frame building was constructed as a one-story grocery store that was subsequently enlarged in the mid-1930s to provide residential space on the second story. The store was constructed for and operated by Wirt Harrison until 1941. The Harrison Store was also commonly known as the Trolley Stop Sweet Shop, as the streetcar stopped at the intersection where the building was located. Encouraged by the need for commercial facilities within the growing neighborhood, Harrison had a second structure constructed at 4622 College Park as rental property. From the time of its construction in 1912 until the middle of the 1930s, the second building was leased to the federal government for use as the College Park Post Office, which had been located at the intersection of Calvert Road and Amherst Avenue when the suburb was platted in 1889. In the mid-1930s, the rental property was renovated to serve as apartments, a new housing type generated by the influx of college students to the area.

Much of the 20<sup>th</sup> century development in College Park can also be attributed to the growth of the Maryland Agricultural College. In 1914, the State of Maryland took control of the college and the name was officially changed to the Maryland State College. At this time, the college was reorganized under the direction of President Albert Fred Woods. The curriculum was expanded and the college was divided into the schools of Education, Home Economics, Agriculture, Engineering, Arts and Sciences, Chemistry, and a graduate school.<sup>xiv</sup> With the expansion of the



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college, the neighborhood of College Park provided an ideal location for professors, students, and other employees to live.

Similarly, the College Park Airport, located on the north side of Calvert Road between Baltimore Avenue and Kenilworth Avenue at Corporal Frank S. Scott Drive, brought aviators and flyers from all over the nation to the area. The airport was created in 1909 to train the first military fliers in the United States. Under the direction of the Signal Corps, the landing field at College Park opened on October 8, 1909. Wilbur Wright, the first instructor of the government-owned aircrafts, unofficially set a world speed record on October 9, 1909 at College Park. Among the first pupils receiving instruction by Wright was Lieutenant Frederick Humphreys, the first Army officer to solo in the Army's first airplane. In 1911, the War Department designated the landing field as the Signal Corps Aviation School. Although the Signal Corps training school at College Park officially ceased operations in 1913, civilian aviation has continued. Thus, the College Park Airport, listed on the National Register of Historic Places in 1977, is the oldest continuously operating airport in the world. Such renowned aviators as Wilbur and Orville Wright are believed to have leased rooms in a boarding house on Bowdoin Street in what is now the neighborhood of Calvert Hills.

The Nelson's *Washington Suburban Directory* of 1918 lists a number of residents in the College Park area. The occupations noted in the directory document the middle-class and/or college-related residents of the suburb. This included accountants, lawyers, janitors, salesmen, clerical workers, and college professors. Employees of the governmental agencies located in Washington, D.C. commuted by streetcar or railroad to their offices, including those at the Agricultural Department, Patent Office, War Department, and Navy Department. As expected, the Maryland State College was the single largest employer of College Park residents. The census records show that the majority of the households were native-born whites, composed typically of a married couple with one to three children. The census also recorded that the majority of the residents owned their homes.

Despite growth of the community, College Park was slow to receive many of the amenities commonly advertised by developers and real estate agents in the promotion of development suburbs. The streets of the suburb existed at first only on paper, as the developers were not required to provide public improvements. Thus, the streets remained unpaved gravel or dirt

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roads with no street lighting, gutters, or sidewalks until the mid-1940s. In the same manner, electric power did not supply the homes of College Park until 1902. This power was the direct result of the laying of the streetcar tracks, and the electric power source required for traction. However, the residents were required to erect their own power lines and purchase their power directly from the railway company.<sup>xv</sup> Telephone service was received in September 1901, presumably from the Chesapeake and Potomac Telephone Company.<sup>xvi</sup> Because of the suburb's location outside the District of Columbia, the subscribers were forced to pay a five-cent toll on all calls to the city. This toll charge continued to be assessed until the 1930s. Phone service was well established throughout the neighborhood by 1924. In 1918, the Washington Suburban Sanitary Commission (WSSC) was established by order of the Maryland General Assembly. A sewage control system was the first priority, followed shortly by the laying of new sewage pipes. By 1922, sewer pipes had been laid under Calvert Road.

*Period of Greatest Development, 1920-1949*

In 1920, the college was further expanded under the direction of the State. It was renamed the ~~University of Maryland at College Park~~. Following the creation of this university system, the faculty and student population rose dramatically, particularly within the College of Arts and Sciences. The faculty of this department rose from seven to thirty-four percent of the total college faculty and the student population within this department rose from twenty percent to forty-five percent.<sup>xvii</sup> The university expansion, combined with the emergence of the automobile as the vehicle of choice, brought an even greater number of residents to College Park. The location, transportation amenities, and the number of available building lots provided unending options for speculative development. This resulted in the neighborhood's largest building boom, with the construction of over fifty buildings in just ten years. Accordingly, to attract residents, many of the unimproved lots in the southeastern part of the subdivision was replatted in 1931. The resulting design, which maintained the primary blocks, reoriented a number of the building lots along Franklin Avenue (now Hartwick Road) and Wellesley Avenue (now Knox Road), west of Hopkins Avenue. Thus, the narrow, rectangular lots fronted these east/west streets on the north and south, while the interior lots fronted the north/south streets. This replatting also resulted in the creation of Dickinson Avenue and Girard Street, which actually were alleys running north and south between the larger blocks. The subdivision, filed in September 1931, was made for Isabella W. Ashford and Hannah Kelly with Easterday and Haldeman acting as

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property managers. Similarly, in April 1936, property owners James A. and Florence G. Gamble replatted four lots at the southwestern corner of Block 14. Originally consisting of three large lots, the property was divided into four lots with frontage along Calvert Road and Hopkins Avenue. Ten years later, in June 1946, Monroe Power and Ethel L. Power subdivided the adjacent Block 18 to create eight lots from the original six platted by Johnson and Curriden.

Prince George's County, which was experiencing tremendous growth countywide, produced promotional pamphlets like those commonly used by developers to attract residents. The advertisements touted the "...resources and opportunities of th[is] northeast section of Greater Washington," stating that Hyattsville, Riverdale, Edmonston, Bladensburg, University Park, College Park, Branchville and Berwyn, among others, were "Washington's greatest suburb and the gateway to opportunity."<sup>xviii</sup> When one such pamphlet was produced in 1926, nearly 20,000 residents lived in the mentioned communities, which were serviced by streetcars, trains, and buses that traveled to Washington, D.C., and Baltimore daily.

The need for quick and inexpensive housing led to the introduction of new housing forms, such as the American foursquare, bungalow, and Cape Cod. Many of these affordable houses could be constructed according to mass-produced plans. The similarity in the building forms, materials, siting, and design suggested groups of resources were constructed as speculative housing by local developers, builders, or architects. One such local developer was the brother team of Elmore and Monroe Power. Elmore Power (1877-1933) was a builder/carpenter who became involved in real estate development by 1917. A resident of the area, Power was responsible for the 1925 construction of the Columbia Apartments at 7405 Columbia Avenue and the replatting of "Fanny A. Calvert's Addition to College Park."

One of the ways in which houses were constructed quickly and inexpensively was through mail-order companies. Sears, Roebuck and Company was perhaps the best known mail-order house company, offering over 450 house plans between 1908 and 1940. The houses were ordered by mail and sent in pieces by train. The proximity of the B&O Railroad tracks along the eastern boundary of College Park made this form of building construction attractive. One example of a mail-order house is the Holbrook House (1927) at 4618 College Avenue, which is an example of the Alhambra model produced by Sears, Roebuck and Company. This model was available from Sears from 1918 to 1929, and cost between \$1,969 and \$3,134, depending on the applied

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ornament and materials requested. According to the Sears catalogue, "the Alhambra is an effective Mission style of architecture. Its exterior appearance, as well as the interior arrangement, will appeal to anyone who likes massiveness and plenty of room."<sup>xix</sup> William A. Holbrook, the owner of the house, was a government clerk and an active member of the College Park Community.

In January 1925, the Home and School Association of College Park, composed of College Park residents like William Holbrook, drafted a constitution and by-laws for the organization of the College Park Volunteer Fire Department. The first fire chief was Dr. Henry B. McDonnell, who appropriately was the director of the college's chemistry department. Known as Company Number 12, the fire department was in service by November 1, 1925, answering its first call on December 13<sup>th</sup> of that year. Elmore Power donated a small rectangular lot, 4813 Calvert Road, as the site for a firehouse. The very small masonry building, which housed a single truck, was constructed in the summer of 1926. The growth of the community and the construction of buildings required the fire department to expand its services. Thus, in 1927, the fire department was chartered as the College Park Volunteer Fire Department, Inc., and training was held at the university. ~~The College Park Volunteer Fire Department moved in 1946 to a new building at 7507 Baltimore Avenue, which was then supplanted by a 1994 building at 8115 Baltimore Avenue. The Calvert Road building later served as city hall and as the fire department's Ladies Auxiliary, although it is currently unoccupied.~~

The first purpose-built religious institution constructed within the boundaries of College Park was St. Andrew's Episcopal Church at 4512 College Avenue. Constructed in 1930, the church was designed by Washington architect Howard W. Cutler (1885-1948). In April 1922, the archdiocese recognized the need for a new building and authorized the purchase of a number of unimproved lots in College Park for the site of a new church. The community raised \$15,000 in response to a grant of \$50,000 by the Phillips Foundation. Local newspapers reported that the T.T. Taylor Company of Washington, D.C. would build the church, which was estimated to cost more than \$70,000. The Gothic Revival-style church held a cornerstone laying ceremony on February 24, 1930, with Bishop Freeman of the Archdiocese present.<sup>xx</sup> The freestanding rectory was constructed about 1935 at 4508 College Avenue. Designed by architect R. Webster Ross, the Tudor Revival-style rectory was constructed for an estimated cost of \$12,000. The church structure was enlarged in 1954, with the construction of an abutting parish house. The parish



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house cost \$125,000 to construct. The Right Reverend Angus Dunn, Episcopal Bishop of Washington, and Reverend N.C. Acton, rector of the church, officiated at the cornerstone ceremony. According to newspaper accounts, the parish house contained an assembly hall, kitchen, classrooms for more than 300 children, and a student lounge for University students.<sup>xxi</sup>

As the population in the small community continued to grow, the need for alternatives to single-family housing arose. One such alternative was the apartment building. The first apartment building in College Park was Columbia Apartments (1925) at 7405 Columbia Avenue. The building was originally constructed to house teachers employed by the University, but the need for additional student housing ultimately supplanted the teachers. Elmore Power was responsible for the construction of the building, which is a conventional low-rise apartment, two stories in height that originally contained four units. This new building type would gain great popularity in College Park, providing inexpensive and convenient housing for the transient student population as well as the permanent residents of the community. The apartment form constructed by Power was more in keeping with the surrounding housing stock, while those multi-family units erected throughout the neighborhood in the 1940s were larger in scale and form. Respective of neighboring single-family dwellings in their siting, these low-rise garden apartments complexes typically consisted of two or more multi-storied buildings sited within landscaped grounds. The first such complex constructed in College Park was the University Garden Apartments at 4620-4626 Knox Road (1947). Comprising two U-shaped buildings with a spacious center courtyard, the complex is an example of a garden apartment, which typically was intended for low- and middle-income renters, but presented housing alternatives for university students living in College Park.

As automobile use replaced the streetcar and railroad, Baltimore Avenue once again flourished as a major transportation corridor connecting Washington, D.C., and Baltimore, and serving the many communities that had developed along its thoroughfare. The road, virtually cast aside in 1866 when the turnpike company was abandoned, was in extremely poor condition at the turn of the 20<sup>th</sup> century. In 1906, considered too vital to be allowed to decay, the road was placed under the maintenance of the state and renamed Maryland Route 1. Initial repairs along the border of College Park were undertaken between 1910 and 1915, including the additional of a macadam surface. In 1918-1919, the road was rebuilt because of damage it had incurred from the thousands of heavy Army vehicles traveling its length during World War I. By the mid-1920s,



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increased automobile and commercial traffic required a third major upgrade of the road surface. The highway, renamed U.S. Route 1 in 1925, was widened and resurfaced along College Park and Calvert Hills between 1928 and 1930. By the second quarter of the 20<sup>th</sup> century, Baltimore Avenue became one of the most critical transportation links between Washington, D.C., and Baltimore. In response to the many autos that traveled Baltimore Avenue, a number of automobile showrooms were erected in College Park. Two such extant facilities are the brick buildings at 7323 Baltimore Avenue (1924) and 7215 Baltimore Avenue (1944). Furthermore, immediately next to College Park, where the avenue intersects Calvert Road, a motel was constructed. This three-building complex included a main office with restaurant and two freestanding buildings, each with ten rooms. The one-story tile-faced buildings are noted on the 1939 *Sanborn Fire Insurance Maps* as "tourist cabins," a popular term with automobile travelers during the second quarter of the 20<sup>th</sup> century.

Accordingly, the unimproved lots along Baltimore Avenue in College Park were ripe for development. To attract the eye of passersby, commercial resources had to illustrate the most up-to-date architectural fashions. In addition, the shops had to meet the need of the motorist. ~~This included easy access and egress, parking, and the safety of sidewalks.~~ A successful example of this is the "park and shop" building form of the College Park Shopping Center, constructed in 1924. The complex was constructed for developer James A. Chaney, who had begun purchasing lots along Baltimore Avenue in the mid-1910s in anticipation of the road's revival. The building provided parking at the front, delivery facilities at the rear, and connecting sidewalks for pedestrians. The one-story, stone-clad building housed seven commercial units dressed in the Egyptian Revival style.

The Little Tavern Shop at 7413 Baltimore Avenue (1941) is another example of an "eye-catching" commercial building that was designed to attract patrons traveling along Baltimore Avenue at high speeds. All of the Little Tavern Shops, regardless of their location, were nearly identical, the result of mass-produced building material and the company's desire for patron recognition. There is some confusion about whether the first Little Tavern was located in St. Louis or in Louisville, Kentucky. The most reliable article seems to be the *Evening Star* article (December 11, 1972) by John Sherwood, for which Harry F. Duncan, the chain's founder, was interviewed. According to Sherwood, Duncan founded a hamburger shop in St. Louis in 1925, but did not open the first Little Tavern until 1927 in Louisville. A year later, he sold his six

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shops in Louisville and moved to Silver Spring, Maryland, in the late 1920s. Little Taverns were among the first carryout restaurants in the Washington area, with the first shop opening in 1927. By the 1940s, almost fifty Little Tavern shops were located throughout metropolitan Washington and greater Baltimore. Their ambience was characterized by "the Art Deco chrome and stainless steel that was moderne in the 1920s and 30s ... [and] the no-nonsense slogans on the walls that could only have been composed in 1935 by a hard-nosed businessman determined to sell hamburgers."<sup>xiii</sup> In 1981, Gerald E. Wedren, a Columbus attorney and investor bought the chain and the remaining thirty Washington area shops from Duncan.

The continued growth of the University of Maryland began to have a more direct effect on the architectural character of College Park in the second quarter of the 20<sup>th</sup> century as fraternity houses began to arise along the streets of the community. According to the 1939 *Sanborn Fire Insurance Maps*, thirteen fraternity houses existed in College Park, the majority set to the west of Rhode Island Avenue. Fraternities were an expression of collegiate spirit and their buildings were designed to foster self-discipline, fellowship, and academics. In fact, many of the original fraternities were scholarship societies. The first fraternity at the college was Gamma Pi, which was established at the campus in 1913. It was followed shortly by Alpha Phi and Iota Sigma. In 1920, the first sorority, Sigma Delta was founded four years after the admission of female students in 1916. The first of fraternities constructing houses in College Park included such examples as Alpha Tau Omega, Alpha Gamma Rho, Theta Chi, and Sigma Phi Sigma (now the Sigma Chi house). In the 1940s and 1960s, such sororities as Kappa Delta, Alpha Chi Omega, Delta Gamma, Delta Phi Epsilon, and Phi Sigma Sigma were constructed in the neighborhood. Many of these same fraternities and sororities continue to occupy the same houses.

*Post-World War II Construction, 1950-1965*

By the end of World War II, enrollment at the University had surpassed 4,000 students. This dramatic increase was attributed to the return of the soldiers, the GI Bill, and the post-war prosperity. Enrollment continued to rise dramatically, with over 11,000 matriculating students by 1954.<sup>xxiii</sup> Once again, the built environment was affected, with an influx of apartment buildings, fraternities, and sororities to house these new students. The apartment buildings of the second quarter of the 20<sup>th</sup> century maintained the landscaped plan and architectural detailing of their predecessors. These more modern buildings, however, were larger and provided more

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COLLEGE PARK, PRINCE GEORGE'S COUNTY, MARYLAND

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housing units to meet the needs of the community. One such apartment complex is the Columbia Manor Apartments located at 4812A-B College Avenue. This two-building complex, rising three stories in height, was constructed in 1961 on property that originally was improved by the mid-19<sup>th</sup>-century home of Ella Calvert Campbell, and subsequently John O. Johnson. The ornate wood-frame building, with its surrounding outbuildings and landscaped plan, was razed in order to construct the apartments. Apparently, the ultimate demolition of the dwelling was anticipated, as Johnson and Curriden's 1889 plat of College Park subdivided Campbell's property into four narrow building lots.

The development of College Park by the middle of the 20<sup>th</sup> century required a solution to the public street issues and other routine problems plaguing the community. To meet the needs of the community, the Town of College Park was incorporated in 1945. The new Town, later to become the City of College Park, comprised College Park, Calvert Hills, the University of Maryland, Lakeland, Berwyn, Daniels Park, and Hollywood.<sup>xxiv</sup> Because of the city's all-encompassing name, the original subdivision of College Park became known as Old Town College Park. Beginning in 1949, the streets were paved, storm gutters and sidewalks were laid, and streetlights and signs were installed. Traffic lights were erected in 1947, and then only at the major intersections along Route 1. Many of the street names were also changed in response to Washington, D.C.'s, alphabetical naming system. Franklin Street became Hartwick Road, Wellesley Avenue became Knox Road, and Vassar Avenue became Norwich Road. College Avenue remained the same, as did many of the north/south roads. Route 1 continued to progress as a major commercial artery that supported both the neighborhood of College Park and the University, linking them to transportation routes from Florida to Maine. The automobile also continued to have a major impact on College Park. With the reliance on personal vehicles, passenger service on the B&O Railroad was terminated and the streetcar lines were discontinued in 1958. Bus service remained the only form of public transportation until 1993, when commuter rail service returned in the form of the Metrorail. Located on the Green line of the Metro, the College Park-University of Maryland Station was built on the site of the former B&O Railroad terminal.<sup>xxv</sup> The metro stop was located directly across the street from the U.S. Post Office, which had been constructed in 1970. This one-story building, which appears to have been the fourth post office in Old Town College Park, was located at 5815 Calvert Road. This corner lot, on the south side of the street, was the site of the neighborhood's first post office, as noted on the original 1889 plat.

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**NATIONAL REGISTER OF HISTORIC PLACES**  
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In recognition of the historical and architectural significance of Old Town College Park, a historic preservation association was formed in February 1979. The association, although named the Old Town College Park Preservation Association, was created to promote the preservation of all the suburban neighborhoods comprising the City of College Park. The efforts of the organization have included the survey, documentation, and nomination of a number of several individual properties in Old Town College Park as county Historic Sites. This includes the McDonnell House at 7400 Dartmouth Avenue, the Taliaferro House at 7406 Columbia Avenue, the Holbrook House at 4618 College Avenue, the Old Parish House at 4711 Knox Road, and the Cory House at 4710 College Avenue. Furthermore, the association and many members of the community fought unsuccessfully against the construction of Paint Branch Parkway, which cut through the largely undeveloped lots in the northeastern corner of Old Town College Park. This road, flanked by nonhistoric university buildings, became the new northeastern boundary for the suburb of College Park.

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<sup>v</sup> Several of these streets were renamed in 1941, and no longer reflect their historic collegiate association.

<sup>vi</sup> Harold L. Reem, "The Development of Rail Transportation Systems, Roads, and Streets in College Park, Maryland, circa 1749-1998," Paper prepared for American Civic/History Class 278, April 1, 1998, The George Washington University, pp. 2-3.

<sup>vii</sup> Reem, p. 3.

<sup>viii</sup> George H. Callcott, *A History of the University of Maryland*. (Baltimore, MD: Maryland Historical Society, 1966), passim.

<sup>ix</sup> Washington City Directories, 1889.

<sup>x</sup> Washington City Directories, 1890 and oral history provided by Katharine Bryant (January 2001).

<sup>xi</sup> Marina King, "Taliaferro House," Maryland Historic Trust State Historic Sites Inventory Form, # P.G. 66-21-30, April 1992.

<sup>xii</sup> Marina King and Susan Pearl, "McDonnell House," Maryland Historic Trust State Historic Sites Inventory Form, # P.G. 66-10, June 1988.

<sup>xiii</sup> Reem, p. 7.

<sup>xiv</sup> Heather L. Vaughn, "The History of the University of Maryland at College Park," Paper prepared for American Civic 278, April 1, 1998, The George Washington University, p. 8.

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**OLD TOWN COLLEGE PARK HISTORIC DISTRICT,**  
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<sup>xv</sup> Thomas A. Reinhart, "A History of Utility Services in Calvert Hills and College Park," Paper prepared for American Civic 278, April 1, 1998, The George Washington University, pp. 6-7.

<sup>xvi</sup> Reinhart, p. 2.

<sup>xvii</sup> Vaughn, p. 9.

<sup>xviii</sup> Alan Virta, *Prince George's County: A Pictorial History*. (Virginia Beach, VA: The Donning Company and Alan Virta, 1991 reprint), p. 209.

<sup>xix</sup> Katherine Cole Stevenson and H. Ward Jandl, *Houses by Mail: A Guide to Houses from Sears, Roebuck and Company*, (Washington, D.C.: The Preservation Press, 1986), p. 286.

<sup>xx</sup> Howard S. Berger, "St. Andrew's Episcopal Church," Maryland Historic Trust State Historic Sites Inventory Form, # P.G. 66-21-36, June 1993.

<sup>xxi</sup> Berger, "St. Andrew's Episcopal Church."

<sup>xxii</sup> Nancy L. Ross. "'Club LT' Beware: Little Tavern Bought, To Spruce Up Image." *Washington Post*, February 13, 1981, p. E1.

<sup>xxiii</sup> Callcott, pp. 338-339.

<sup>xxiv</sup> Reem, p. 12.

<sup>xxv</sup> Reem, pp. 13-14.



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NPS Form 10-900  
(Rev. 11-90)

OMB No. 10024-0018

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COLLEGE PARK, PRINCE GEORGE'S COUNTY, MARYLAND**

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**OLD TOWN COLLEGE PARK HISTORIC DISTRICT,**  
**COLLEGE PARK, PRINCE GEORGE'S COUNTY, MARYLAND**

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Verbal Boundary Description

The neighborhood of Old Town College Park, located in Prince George's County, Maryland, is bordered by commercial establishments along Baltimore Avenue (U.S. Route 1) to the west and the B&O Railroad right-of-way to the east. The campus of the University of Maryland at College Park is located to the north and northwest, and Calvert Hills is to the south.

Boundary Justification

The boundaries of the historic district primarily reflect those of the 1889 plat filed by Johnson and Curriden for the Subdivision of College Park. Alterations to the 1889 boundaries were the result of the construction of Paint Branch Parkway in the northeastern corner of the neighborhood in the 1990s. Cutting through the northeastern corner of the 1899 boundaries, the new road was not in the original plat and does not conform to the axis laid out in the original plan. Non-historic and non-contributing resources flank this new road, thus those resources and Paint Branch Parkway were excluded from the historic district boundaries. The south side of Calvert Road has been included within the boundaries of the historic district, because the resources fronting this road are historically associated with Old Town. Additionally, non-historic resources, such as apartments known as Leonardtown and the office complex on Baltimore Avenue, have been excluded from the historic district because they are not architecturally or historically in keeping with the building stock and the Old Town College Park periods of developments. Although the 1889 plat for College Park did not include the south side of Calvert Road, the building lots were subdivided in 1907 and again in 1921 as additions to College Park, and thus, the building stock is architecturally consistent with that in the original boundaries of the community. Calvert Road, which originally crossed over the B&O railroad tracks, was terminated in the late 20<sup>th</sup> century to allow for the construction of the College Park metro station. This non-contributing transportation facility is included within the boundaries of the historic district because of its location on the original site of the late-19<sup>th</sup>-century B&O Railroad College Station stop. Similarly, the late-20<sup>th</sup>-century post office on the south side of Calvert Road was included in the historic district boundaries for its association with the late-19<sup>th</sup>-century post office that existed on this site and is clearly noted on the 1889 plat of College Park.



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OLD TOWN COLLEGE PARK HISTORIC DISTRICT,  
COLLEGE PARK, PRINCE GEORGE'S COUNTY, MARYLAND

Section number Photographs Page 63

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All photographs are of:

COLLEGE PARK HISTORIC DISTRICT  
College Park, Maryland  
E.H.T. Traceries, Inc., photographer

All negatives are stored with the City of College Park:

DATE: December, 2000  
VIEW OF: Corner of Baltimore Avenue and  
Calvert Road, View looking Northeast  
PHOTO: 1 of 19

DATE: December, 2000  
VIEW OF: 4601 Calvert Road, View  
looking Southwest  
PHOTO: 2 of 19

DATE: December, 2000  
VIEW OF: 4704 Calvert Road, View  
looking Northeast  
PHOTO: 3 of 19

DATE: December, 2000  
VIEW OF: 4813 Calvert Road,, View  
looking Southeast  
PHOTO: 4 of 19

DATE: December, 2000  
VIEW OF: 4610 Hartwick Road, View  
looking Southeast  
PHOTO: 5 of 19

DATE: December, 2000  
VIEW OF: 4711 Knox Road, View looking  
Southwest  
PHOTO: 6 of 19

DATE: December, 2000  
VIEW OF: 4800 College Avenue, View  
looking Northeast  
PHOTO: 7 of 19

DATE: December, 2000  
VIEW OF: 7514 Girard Street, View  
looking Northwest  
PHOTO: 8 of 19

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National Park Service**

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Continuation Sheet**

**OLD TOWN COLLEGE PARK HISTORIC DISTRICT,  
COLLEGE PARK, PRINCE GEORGE'S COUNTY, MARYLAND**

Section number Photographs Page 64

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DATE: December, 2000  
VIEW OF: 4622-4624 College Avenue,  
View looking Northwest  
PHOTO: 9 of 19

DATE: December, 2000  
VIEW OF: 4613 College Avenue, View  
looking Southwest  
PHOTO: 10 of 19

DATE: December, 2000  
VIEW OF: 4600 Block of College Avenue,  
View looking North  
PHOTO: 11 of 19

DATE: December, 2000  
VIEW OF: 4610 College Avenue, View  
looking Northwest  
PHOTO: 12 of 19

DATE: December, 2000  
VIEW OF: 4500 Block of College Avenue  
at Princeton Avenue, View looking  
Southwest  
PHOTO: 13 of 19

DATE: December, 2000  
VIEW OF: 4512 College Avenue, View  
looking Northwest  
PHOTO: 14 of 19

DATE: December, 2000  
VIEW OF: 7300 Block of Yale Avenue,  
View looking Southwest  
PHOTO: 15 of 19

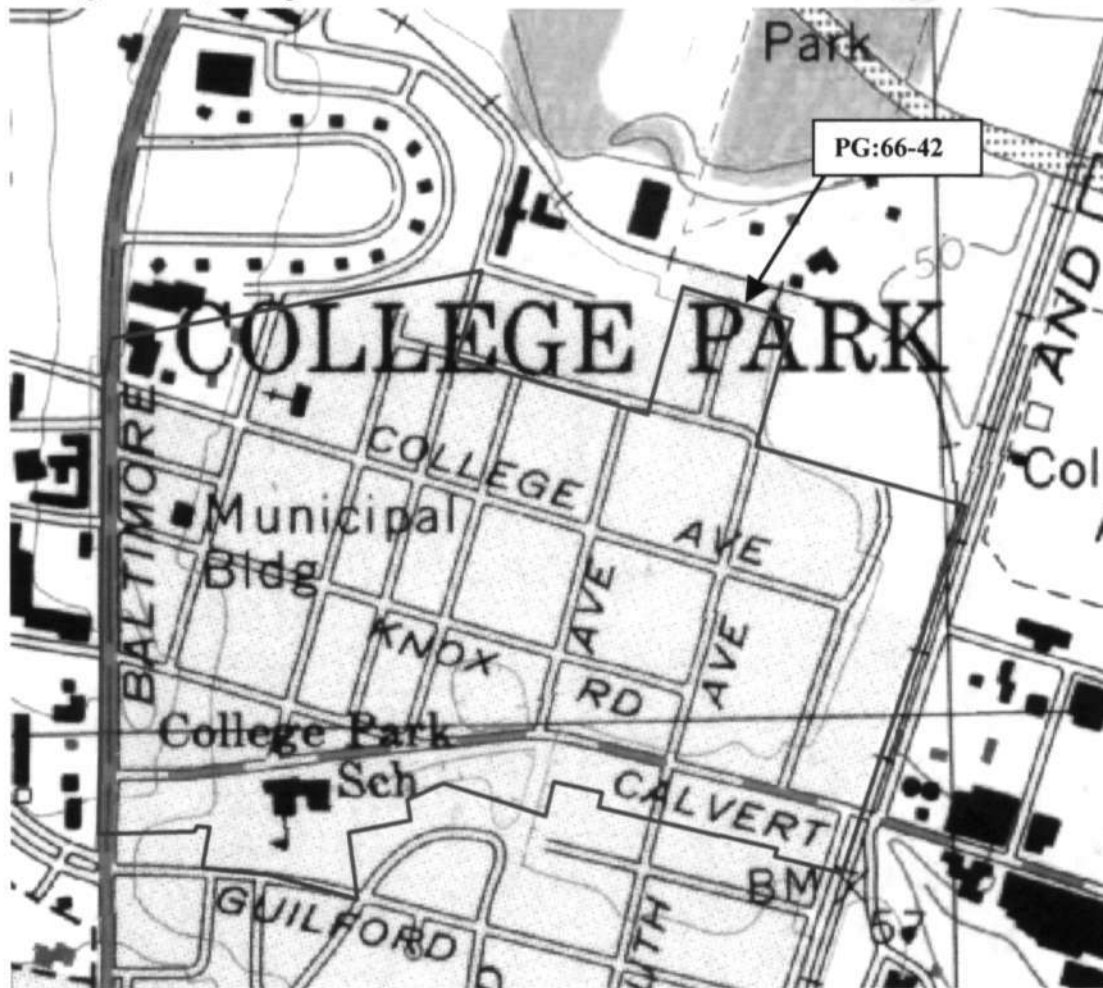
DATE: December, 2000  
VIEW OF: 7300 Block of Baltimore  
Avenue, View looking Northeast  
PHOTO: 16 of 19

DATE: December, 2000  
VIEW OF: 4500 Block of Baltimore  
Avenue, View looking Southwest  
PHOTO: 17 of 19

DATE: December, 2000  
VIEW OF: 7500 Block of Dickinson  
Avenue, View looking Northwest  
PHOTO: 18 of 19

DATE: December, 2000  
VIEW OF: 4500 Block of College Avenue,  
View looking Southwest  
PHOTO: 19 of 19

PG:66-42  
Old Town College Park Survey District  
College Park, 20740  
Washington East Quadrangle



1998 Aerial Photo





PG 66-42

OLD TOWN COLLEGE PARK

corner of Baltimore Avenue and Calvert Road, Old Town College Park  
College Park, Prince George's County, Maryland

Traceries

12/00

MARYLAND SHPO

commercial block, view looking northeast (7401-7405 Baltimore Ave.)

Photo 1 of 19





PE 66-42  
OLD TOWN COLLEGE PARK  
School, 4601 Calvert Road, Old Town College Park  
College Park, Prince George's County, Maryland  
Traceries

12/00  
MARYLAND SHPO  
School, view looking southwest  
Photo 2 of 19



PG 66-42

OLD TOWN COLLEGE PARK

Dwelling, 4704 Calvert Road, Old Town College Park  
College Park, Prince George's County, Maryland

TRACERIES

12/00

MARYLAND SHPO

Dwelling, view looking Northeast

Photo 3 of 19





PG-66-42  
OLD TOWN COLLEGE PARK  
Fire House, 4813 Calvert Road, Old Town College Park  
College Park, Prince George's County, Maryland  
Traceries  
12/00

MARYLAND, STHP  
Fire House, view looking southeast  
Photo 4 of 19



PG 66-42

OLD TOWN COLLEGE PARK

Dwelling, 4610 Hartwick Road, Old Town College Park  
College Park, Prince George's County, Maryland  
Traceries

12/00

MARYLAND - SHPO

Dwelling, view looking Southeast

Photo 5 of 19



PG 66-42

OLD TOWN COLLEGE PARK

Old Parish House, 4711 Knox Road, Old Town College Park  
College Park, Prince George's County, Maryland

Traceries

12/00

MARYLAND SHPO

Old Parish House, view looking Southwest

Photo 6 of 19





PG 66-42

OLD TOWN COLLEGE PARK

Dwelling, 4800 College Avenue, Old Town College Park  
College Park, Prince George's County, Maryland

Traceries

12/00

MARYLAND STPO

Dwelling, view looking Northeast

Photo 7 of 19



PG 66-42

OLD TOWN COLLEGE PARK

Dwelling, 7514 Girard Street, Old Town College Park  
College Park, Prince George's County, Maryland

Traceries

12/00

MARYLAND SHPO

Dwelling, view looking Northwest  
Photo 8 of 19



PG 66-42

OLD TOWN COLLEGE PARK

Harrison Store/dwelling, 4622-4624 College Avenue, Old Town College Park  
College Park, Prince George's County, Maryland

Tracenes

12/00

MARYLAND SHPO

Dwelling/store, view looking Northwest

Photo 9 of 19





PG 66-42

OLD TOWN COLLEGE PARK

Dwelling, 4613 college avenue, old town college park  
college park, prince george's county, maryland  
Traceries

12/00

MARYLAND SHPO

Dwelling, view looking southwest

Photo 10 of 19



PG 66-42  
OLD TOWN COLLEGE PARK  
Dwellings, 4600 Block College Avenue, Old Town College Park  
College Park, Prince George's County, Maryland  
Traceries

12/60  
MARYLAND SITPO  
Dwellings, view looking North  
photo 11 of 19



PG 66-42

OLD TOWN COLLEGE PARK

Multiple Dwelling/Sorority, 4610 College Avenue, Old Town College Park  
College Park, Prince George's County, Maryland

Traceries

12/00

MARYLAND SHPO

Multiple Dwelling/Sorority, view looking Northwest

photo 12 of 19





PG 66-42

OLD TOWN COLLEGE PARK  
Multiple Dwellings/Sorority, 4500 Block College Avenue, Old Town College Park  
College Park, Prince George's County, Maryland

Traceries

12/00

MARYLAND SHPO

Multiple Dwellings/Sororities, view looking Southwest to corner  
of Princeton Avenue  
Photo 13 of 19



PG 66-42  
OLD TOWN COLLEGE PARK  
church, 4512 college Avenue, Old Town college Park  
college Park, Prince George's County, Maryland  
Tracenes

12/00  
MARYLAND SHPO  
church, view looking Northwest  
photo 11 of 19



PG 66-42

OLD TOWN COLLEGE PARK

Dwellings, 7300 Block Yale Avenue, Old Town College Park  
College Park, Prince George's County, Maryland  
Traceries

12/00

MARYLAND, SHPO

Dwellings, view looking Southwest  
photo 15 of 19





PG 66-42  
OLD TOWN COLLEGE PARK  
commercial Buildings, 7300 Block Baltimore Avenue, Old Town College Park  
college park, prince george's county, Maryland

Traceries

12/00

MARYLAND SHPO 12

commercial Buildings, view looking Northeast  
photo 16 of 19



PG 66-42

OLD TOWN COLLEGE PARK

Commercial Buildings, 4500 Block Baltimore Avenue, Old Town College Park  
College Park, Prince George's County, Maryland

Traceries

12/00

MARYLAND SHPO

Commercial Buildings, new looking Southwest

photo 17 of 19



PG 66-42

OLD TOWN COLLEGE PARK

Dwellings, 7500 Block Dickinson Avenue, Old Town College Park  
College Park, Prince George's County, Maryland

Traceries

12/00

MARYLAND SHPO

Dwellings, view looking north-west

photo 18 of 19





PG 66-42

OLD TOWN COLLEGE PARK

multiple Dwellings/sororities, 4500 Block College Avenue, Old Town College Park  
college Park, prince george's County, Maryland

Traceries

12/00

MARYLAND SHPO

multiple Dwellings/sororities, view looking Southwest  
photo 19 of 19